

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

**December 2008
DRAFT**

Prepared for:

The Town of Bethlehem

&

**The Capital District Transportation
Committee (CDTC)**



Prepared by:



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DISCLOSURE STATEMENT

This report was prepared in cooperation with the Town of Bethlehem, Albany County, CDTC, CDTA, NYSDOT, the New York State Thruway Authority, the Federal Highway Administration and Federal Transit Administration of the United States Department of Transportation. The contents do not necessarily reflect the official views or policies of these government agencies.

The transportation recommendations presented in this report are designed to help support the future land use pattern that is expected to emerge from implementation of land use recommendations set forth in the town's Comprehensive Plan. The various transportation options identified in the report are based on an analysis of existing travel conditions in the Route 9W corridor of the town, and forecasts of future travel conditions for the period 2005-20.

Many of the actions identified in the study are not intended for short-term implementation. Since the study is based on forecasts of future growth, long-range improvements are subject to change as development conditions actually unfold. Further, a considerable amount of work still remains to be done before any of these projects can be constructed. The recommendations set forth in this report are conceptual in nature and do not commit the New York State Thruway Authority, NYSDOT, Albany County, CDTA, CDTC, or the Town of Bethlehem to funding any of the improvements. The concepts need to be investigated in more detail before any financial commitment can be made.

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TABLE OF CONTENTS

Section 1 - US 9W Corridor Study

I. INTRODUCTION

What is the US 9W Corridor Study	1
Study Area Location	2
Transportation Assessment Purpose.....	2
Guiding Principles	3

II. Transportation Planning Assessment

Existing Land Use	5
Development Potential	8
Current Traffic Conditions	11
Key Findings	11
Traffic Growth	14
Traffic Impact	14
Key Findings	16
Recommended Transportation & Land Use Actions.....	20
Typical Recommended Cross-Sections	23
Cross-Section Graphics	24
Improvement Matrices.....	29
Potential Costs & Financing	38
Selkirk Bypass in the Context of the US 9W Study	44

Section 2 - New Selkirk Bypass Road Study & Analysis

Bypass Road—Background	45
Guiding Principles.....	47
Addressing Truck Traffic in the Selkirk Area	50
Bypass Alternatives	52
Recommended Course of Action	58

Section 3—Conclusion, Environmental Justice, Next Steps and Public Outreach

Consistency with Guiding Principles, Town Plan(s) & CDTC LRTP	67
Conclusions	72
Next Steps - Questions to Answer Immediately.....	73
Recommended Implementation Plan	74
Major Public Outreach Efforts	76

IV. Appendices

Appendix A: Existing Conditions Maps

- Environmental Resources
- Cultural Resources and Municipal Services
- Existing (2006) P.M. Peak Hour Period Levels of Service
- Mainline Segment Levels of Service
- Existing (2006) P.M. Peak Hour Period Traffic Volumes
- Truck Percentages on US 9W

Appendix B: Accident & Volume Maps

- North Section Volume and Accident Data
- Central Section Volume and Accident Data
- Southern Segment Volume and Accident Data
- Intersection Crash Locations
- Mid-Block Non-Intersection Crash Locations

Appendix C: Conceptual Roundabout Designs

- Feura Bush Road & Glenmont Road at US 9W
- Beacon Road at US 9W
- Creble Road at US 9W
- Maple Avenue at US 9W

Appendix D: Mainline & Intersection Improvement Matrices

- US 9W Intersection Improvement Options Matrix
- US 9W Mainline Improvement Options Matrix

Appendix E: Cost Estimate Matrix

- Unit Costs Used in Calculating Improvement Costs in the US 9W Corridor

Appendix F: Preferred New Selkirk Road (Bypass) Memo from WSA

- New Selkirk Road (Bypass) Alignment Details

Appendix G: CDTC STEP Model

- STEP Model Explanation & Generic Traffic Simulation Model

Appendix H: Public Comments

- Public Meeting Notes, Emails & Letters, Workshop Comment Summary

Appendix I: Current Zoning & Future Land Use Vision

- Existing Zoning Map with Future Land Use Vision Descriptions

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SECTION 1:

US 9W Corridor Study

I. INTRODUCTION

The Town of Bethlehem is an attractive and livable community that has experienced a healthy amount of residential and commercial growth over the last sixteen years. Since 1990, more than 2,800 housing units and 1.2 million square feet of commercial and industrial space have been added to the Town's tax base. The Town's US 9W corridor has shared in almost half of the commercial growth, adding 600,000 square feet of commercial and industrial space. Residential growth, however, has been more modest relative to the rest of the Town, with about 200 new housing units built in the corridor. The Town's Comprehensive Plan, adopted by the Town Board in 2005, specifically identified the US 9W corridor as an area that can expect to face significant development pressure in the coming years. The Plan sees the corri-

dor well-positioned to take advantage of the expected regional demand for high technology and medical services and the Plan recognizes the need for better integration of new and existing development with a more balanced transportation system.

What is the U.S. 9W Corridor Study?

In response to the Comprehensive Plan's recommendation to evaluate the area in more detail, the Town of Bethlehem commissioned a planning study of the US 9W corridor with the assistance of the Capital District Transportation Committee (CDTC) and Wilbur Smith Associates. The CDTC is the designated Metropolitan Planning Organization (MPO) carrying out federal requirements for cooperative transportation planning and programming within the metropolitan area surrounding the Albany-Schenectady-Troy urbanized area. Wilbur Smith Associates is the planning consultant selected for this study. A critical component of the study, as envisioned in the Town's Comprehensive Plan and zoning law, involves an assessment of the transportation infrastructure's ability to accommodate traffic generated by additional development in this area of the Town.



Town of Bethlehem Zoning Ordinance
& 2005 Comprehensive Plan

What area in the Town of Bethlehem is being studied?

The study area is located just south of the City of Albany, generally parallel to the NYS Thruway, and is contained within the Town of Bethlehem, Albany County, NY. The US 9W corridor extends from just south of the City of Albany for approximately six miles from Hannay Lane (near the Delmar Bypass) to the north to Cottage Lane, south of NY 396. The corridor study area varies up to one mile in width and is bounded by the NYS Thruway on the east and a utility right-of-way on the west (See Figure 2).

What is the purpose of the US 9W Transportation Assessment?

With continued commercial and residential growth, a related increase in peak period traffic volumes has been an issue, primarily in the northern section of the US 9W corridor. Relying on the desire to provide a balanced set of transportation improvements, the main purpose of this study was to examine how

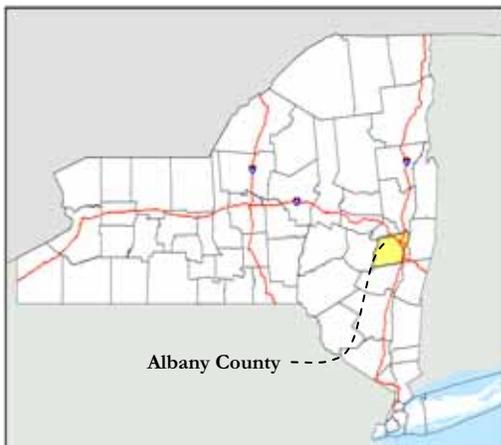
well the current roadway accommodates all transportation modes and what roadway/multimodal infrastructure improvements will be needed to handle traffic from additional economic development in the future, as envisioned in the Town's Comprehensive Plan. A detailed discussion of the transportation and land use issues is included in this report and the accompanying US 9W Corridor Profile report.

The transportation assessment presented here is a result of a cooperative planning effort between the Town of Bethlehem and the Capital District Transportation Committee. This US 9W study builds upon the land use findings and recommendations identified in the Town's Comprehensive Plan and preliminary work undertaken for this study—the *Route 9W Corridor Profile* and *Selkirk Bypass Review of Prior Work*, to develop a focused and targeted US 9W corridor transportation and land use vision and management plan.

The US 9W study:

- 1. Reviewed the feasibility of a northern alignment alternative to the Selkirk Bypass project.** NYS-DOT's project development work for the Selkirk Bypass identified a 'northern alignment' that would mitigate the impact of truck traffic on the Hamlet of Selkirk. In accordance with the direction given in the Comprehensive Plan, this Study looks at the roadway in the context of

Statewide Context Map





more than just a 'Selkirk bypass' by engaging the community in a discussion of the ability of a northern Selkirk Bypass alignment to support the Town's land use and transportation vision for the corridor.

- 2. Identified transportation and land use actions needed to support planned development in the corridor.** Priority is given to operational and management actions, including advanced traffic signal technology, driveway consolidation, shared access, service roads, roundabouts, and other relatively low-cost actions. Bicycle and pedestrian links to neighborhoods, retail areas, and business parks are identified as well. Building enough road capacity to handle all the traffic that wants to travel during the peak period at the same time without delay was recognized as impractical and prohibitively expensive. Management actions, when linked to good land use design, can be more helpful in advancing economic development goals of the Town because they have been proven to promote more efficient land use and transportation systems.
- 3. Explored opportunities to improve the look of the roadway and curb appeal of commercial buildings through streetscaping and recommendations related to site design.** Research has shown that aesthetics plays an important role in the economic success of communities. The *Town's Comprehensive Plan*, CDTC's

New Visions 2030 Plan, NYSDOT's *Transportation Strategies for a New Age: NY's Transportation Plan for 2030*, and the State's *Quality Communities Initiative* all call for designing land use development and transportation projects to support and proactively create vibrant, attractive communities.

- 4. Worked toward development of a financial plan for recommended improvements.** Because competition for federal and state funding is extremely tight and regional needs extensive, public financing through traditional sources cannot be assumed. Public/private sharing of costs of new transportation infrastructure will be key to successful plan implementation. Economic development opportunities that can financially supplement public resources committed to the project through CDTC's Transportation Improvement Program are highlighted.

What are the principles that guided the US 9W Study?

The Study Advisory Committee, working in cooperation with the Town, CDTC study team, agreed to adopt planning principles similar to those included in the regions long-range transportation plan, *New Visions*. The six principles described below served to formally define the basic needs which transportation facilities and services should satisfy, such as personal mobility, eco-

conomic efficiency, environmental quality, quality-of-life, and public safety:

1. **Transportation and circulation systems are important to the town's (and region's) economy and quality of life.** A capable transportation system helps promote adequate employment and mobility which in turn supports a healthy tax base. A sound tax base helps the town provide the services that builds a quality community.
2. **Transportation plans and designs should not focus solely on the automobile.** The Town's Comprehensive Plan and CDTC's New Visions Plan call for designing transportation improvements that promote transit use, walking, and the use of bicycles. The pedestrian environment, for example, should not only include sidewalks, but also safe crossings at all intersections throughout the corridor and linkages between residential neighborhoods and pedestrian generators. Conventional solutions which only increase roadway capacity often reduce one problem (delay) but exacerbate others (walking environment), particularly if they increase total vehicular travel. When all costs and benefits are considered, an integrated plan that includes an appropriate set of complementary strategies is often the most cost-effective way to improve transportation.
3. **Transportation planning is not only about moving people and goods, but also about creating attractive and livable communities.** One objective of our regional and local plans is to make incremental improvements in the appearance of the town's streetscape in conjunction with transportation improvements (and land development) in order to project a positive image of the community. The planting of trees in the corridor, for example, will not only enhance community appearance but will also help slow traffic, making travel in the corridor safer and more pleasant for residents, cyclists and walkers.
4. **Funding is a significant constraint.** Public/private partnerships will be necessary in order to implement the plan. Focusing on operational and management actions, including advanced traffic signal technology, driveway consolidation, shared access, service roads, roundabouts, and other relatively low-cost actions can help make the plan more affordable to both the public and private sectors. Public/private partnerships will likely be necessary in order to implement the study findings.
5. **Land use planning and day-to-day development decisions have a big role to play in building quality communities and workable transportation systems.** Where and how we plan and design the places we work, live, shop and play can significantly affect a community's livability. A



land use plan that promotes compact development, defines an appealing and coherent image of the community, and emphasizes connected streets, sidewalks and convenient access to transit play a critical role in cultivating a "sense of place" and establishing economic development opportunities that include but are not limited to new office space, neighborhood stores, quality restaurants, and other services. Designing and building our neighborhoods to foster and accommodate multiple transportation modes that provide options for transportation system users directly influences mobility and accessibility, and enhances transportation-land use compatibility.

- 6. Environmental protection is important.** The conservation and wise use of the corridor's natural resources are fundamental to achieving a habitable and aesthetically pleasing environment. This planning effort recognizes the benefit of coordinating land and transportation development with sensitive treatment of natural and cultural resources such as wetlands and streams, open space, woodlands, and historic features. To the extent practicable, the transportation and development solutions that emerge from the study support and maintain consistency with the Town's conservation goals and minimize adverse impacts on natural resources (See Appendix A, Map 1).

II. Transportation Planning Assessment

EXISTING LAND USE

What are the existing land uses within the US 9W Corridor Study Area?

Existing land uses along the US 9W Corridor include auto-oriented commercial concentrations at the north end centered around various big box stores on the west side of US 9W (See Figure 1). Smaller scale uses are also found and include gas stations, grocery stores, financial institutions, family restaurants, and other retail stores accessible primarily by automobile. The size of commercial uses gradually becomes smaller scale as one travels south of Feura Bush Road. Here residential uses, both single and multiple family units, begin to be intermixed with commercial uses. The character of the roadway begins to change, with more commercial uses located in former single family residences, the presence of more trees, and fewer parking areas close to the roadway. Near US 9W's intersection with Wemple Road, land cover shifts to agricultural or former agricultural fields. South of Wemple Road, the mix of residential and small scale commercial uses resumes, with more older and potentially historic houses close to the road. This general pattern, with some community and public services intermingled, continues almost the entire remaining length of US 9W in Bethlehem with a mainly residential area in Selkirk and a principally in-

dustrial area south of the railroad overpass.

Zoning in the corridor varies significantly from north to south. The northern end is zoned primarily general commercial and light industrial districts. Near Feura Bush Road zoning districts also include commercial hamlet and hamlet. In the middle section of the corridor mixed economic development, rural hamlet and residential zones predominate. The southern end of the corridor is primarily rural and rural light industrial districts, with some rural hamlet and core residential districts found near Bridge Street and Maple Avenue in Selkirk.

Commercial and industrial building space in the corridor currently totals more than 2.3 million square feet, an increase of 600,000 square feet since 1990. About 30 percent of the Town's commercial and industrial tax base is located in the corridor.

About 10 percent of the Town's residential tax base is currently found in the corridor, totaling about 1,450 housing units and roughly 200 housing units have been built since 1990 within the US 9W Study Area.

What are the land use issues along the corridor and what type of development projects have been proposed?

Land use and development patterns along the corridor are auto-oriented for the most part, especially in the cor-

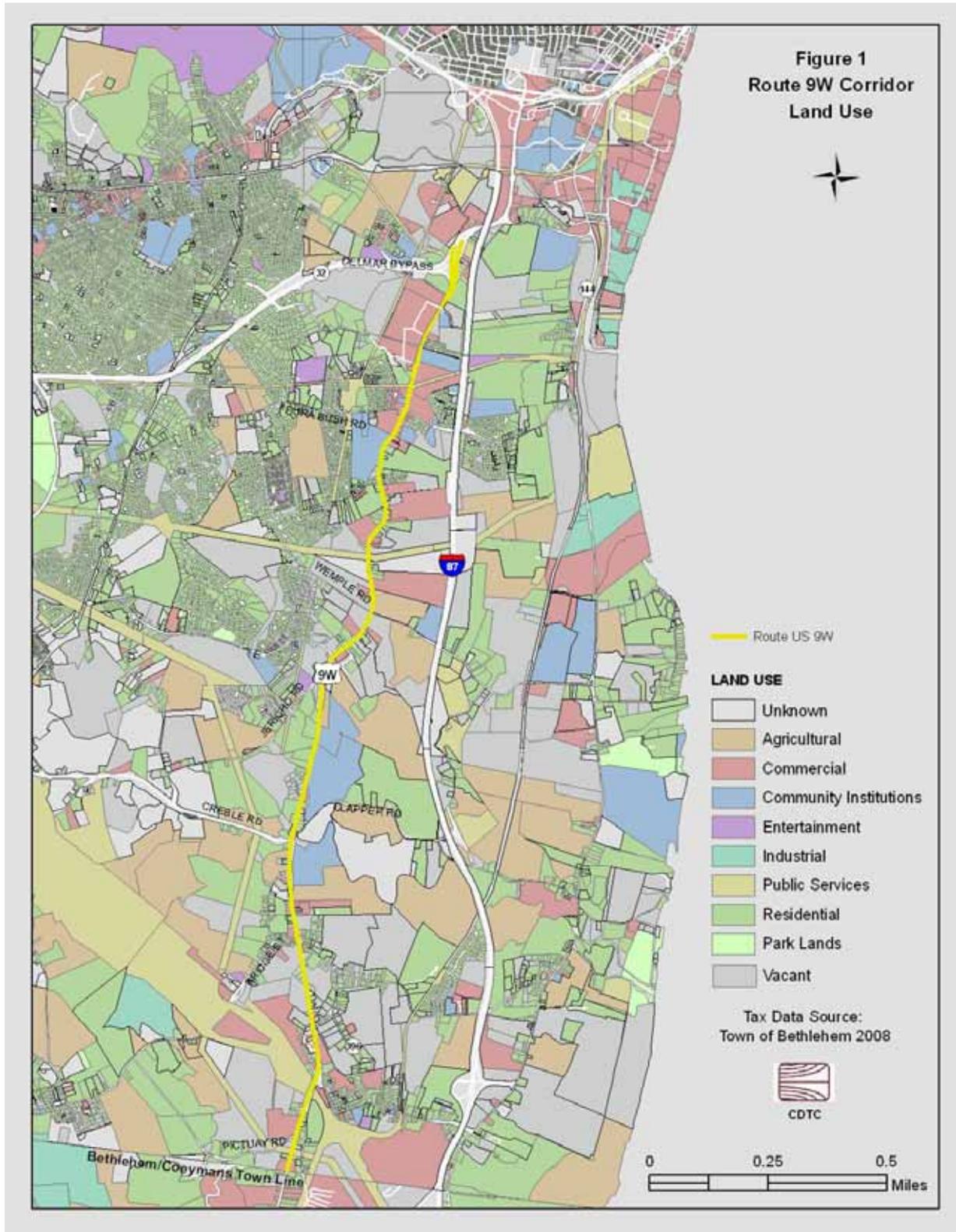
ridor's northern portion. While buffering of larger retail uses from the street in this area has lessened the visual impact from the roadway of the large parking lots and big box structures themselves, site layouts here make it difficult to reach destinations by any other means than private motor vehicle. However, the Town's commitment to access management is evident in this section, reducing the potential number of new driveways and resulting in some cross parcel connections.

In other areas, individual residential structures with separate driveways have converted to commercial uses along a strip. This is not necessarily a problem as long as the residential character is maintained with similar low, "residential-like" traffic volumes. In other places, closely spaced higher volume driveways, especially those located in the functional areas of intersections, have led to increasing vehicle to vehicle conflicts and resulting crashes, and erosion of roadway traffic carrying capacity.

Many residential uses remain along the corridor. One challenge is to maintain livability of the corridor as traffic volumes increase and additional development occurs. There are a mix of land uses with various setbacks and architectural styles. Selkirk livability continues to be an issue due to high truck traffic volumes on Maple Avenue relative to the residential uses along this road.



Figure 1: Existing Land Use



In general, additional proposed/ approved commercial development is found along the northern portion of US 9W or the southern Rural Hamlet or Industrial Districts. New residential developments, both proposed and approved, are located on both sides of US 9W in the central section.

The future land use recommendations contained in the Town of Bethlehem Comprehensive Plan and GEIS (August 2005) are the basis from which recommendations in this plan are generally based. The Plan Recommendations map and a proposed zoning change along the US9W corridor can be found in Appendix I.

What is the future land use vision for the corridor and how does it relate to existing zoning?

As mentioned, the Town recently completed a Comprehensive Plan which was the basis for subsequent zoning changes intended to support the land use vision in that plan. Transportation and land use recommendations developed as part of this US9W study and described in this report are in turn intended to support the land use vision identified in the Town's Comprehensive Plan. The US9W corridor vision was also reviewed and discussed at the first public workshop held as part of the study, with the result being a basic confirmation of the Comprehensive Plan's vision for the corridor.

Appendix I shows current zoning for the Route 9W corridor. The Town's

Comprehensive Plan, and the resulting zoning changes, envisioned US9W as an area for future economic development comprised of areas for commercial uses; planned mixed economic development areas, commercial and rural hamlets; and residential and industrial uses. The plan calls for better integration of new and existing development with a more balanced transportation system.

DEVELOPMENT POTENTIAL

How much and what kind of development can reasonably be expected over the next 20-25 years?

Estimates of the type and pace of future development were based on:

- ✓ consideration of existing uses,
- ✓ regional and local industrial, office, and research growth,
- ✓ expected regional demand for high technology and manufacturing service, and
- ✓ the vision for the community expressed in the Town's Comprehensive Plan.



Development at the intersection of US 9W & Feura Bush/Glenmont Roads



Because the US 9W corridor is one of the few areas in Bethlehem zoned for commercial and mixed economic development (MED) use, it is reasonable to assume that a significant proportion of the Town's future commercial development will occur here.

Looking at development trends in the region and in the Town of Bethlehem over the last 15 years, it does not seem plausible to expect full build-out of the corridor by 2026. For this study, it was assumed that long-term development and growth would occur at a pace comparable to what has taken place in the Town during the last 15 years.

To gauge the amount and type of additional growth that might be expected in the US 9W corridor over the next 20 years Town planning staff, along with CDTC, developed one possible development scenario. The scenario is based on the above noted factors and a detailed review of current development applica-

tions, current zoning (See Figure 2), development potential of vacant and underdeveloped parcels, and environmental constraints in the corridor.

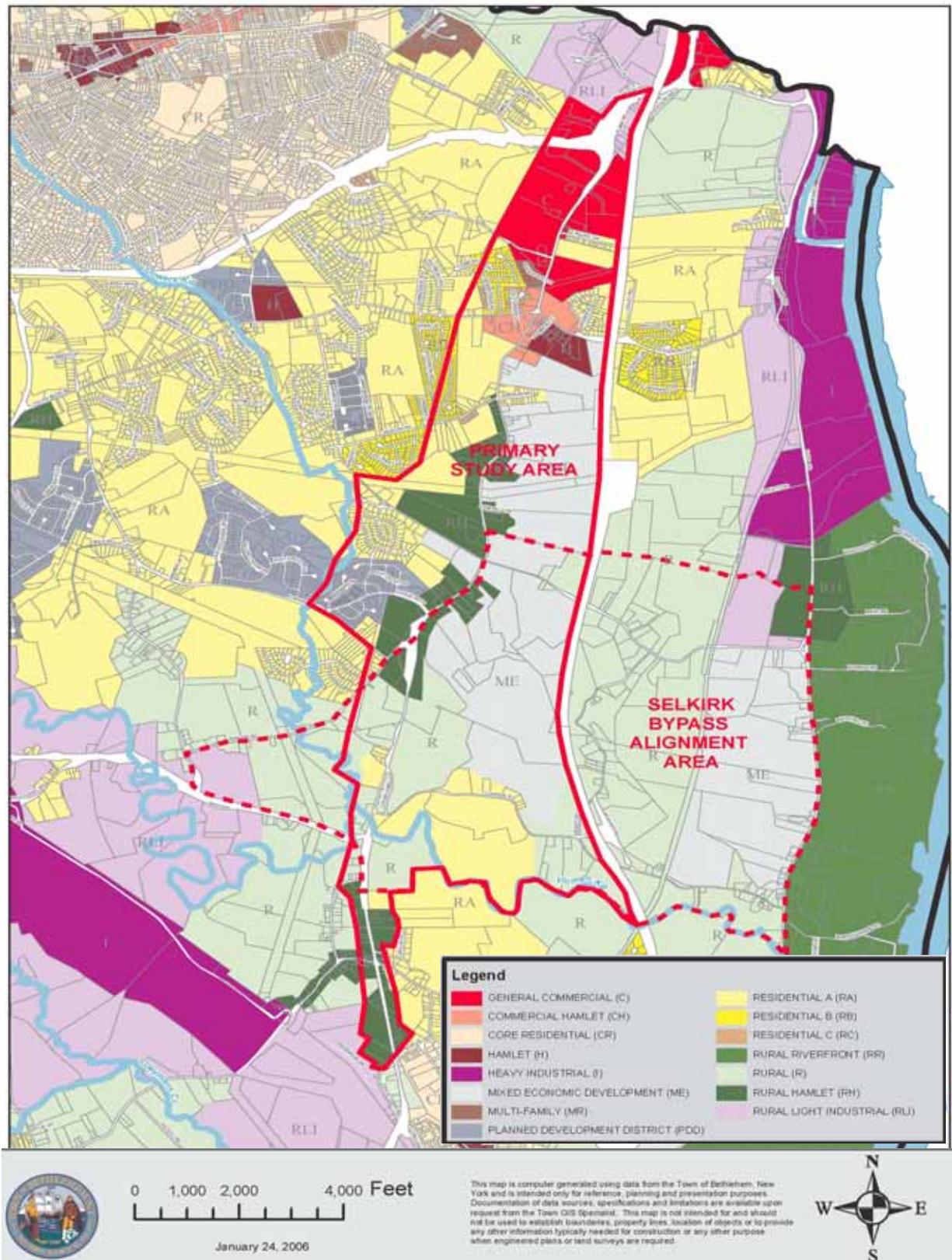
The 20-year growth scenario outlined in Table 1 below represents reasonable expectations for additional residential, commercial, and industrial activity, its possible temporal distribution, and resulting PM peak hour trips. These figures represent potential development both in the corridor and in adjacent areas where development is likely to influence traffic on US 9W. These units are in addition to those currently built. The figures below do not include existing structures.

If fully developed, the land use patterns represented in this possible development scenario would be expected to generate about 9,000 new vehicle and transit trips during the PM peak hour.

Table 1: Expected Land Use Changes in the US 9W Corridor: 2006–2026

	Short Term			Long Term			TOTAL		
	Sq.Ft / units	Entering Trips	Exiting Trips	Sq.Ft / units	Entering Trips	Exiting Trips	Sq.Ft / units	Entering Trips	Exiting Trips
Residential	1,965	937	536	333	148	83	2,298	1,085	619
Single Family	833	530	311	85	54	32	918	584	343
Townhouse	78	26	15				78	26	15
Apartment/Condo	1,054	381	210	248	94	51	1,302	475	261
Commercial	1,505,764	1,097	2,029	1,601,131	1,020	1,815	3,106,895	2,117	3,844
Retail	282,756	406	441	384,800	609	656	667,556	1,015	1,097
Office	1,166,851	228	1,224	1,205,231	299	1,065	2,372,082	527	2,289
Service (gas, convenient, car wash, hotels)	56,157	463	364	11,100	112	94	67,257	575	458
Industrial	297,000	45	139	155,000	24	57	452,000	69	196
Warehouse	210,000	35	64	140,000	20	50	350,000	55	114
Manufacturing	87,000	10	75	15,000	4	7	102,000	14	82
Others (entertainment, recreational, etc.)	200,000	606	438	0	0	0	200,000	606	438
TOTAL	2,002,764/ 1,965	2,685	3,142	1,756,131/ 333	1,192	1,955	3,758,895/ 2,298	3,877	5,097

Figure 2: Study Area Boundaries and Zoning





CURRENT TRAFFIC CONDITIONS

What are the current traffic conditions along the US 9W Corridor?

US 9W is functionally classified as an urban principal arterial and acts not only as a major commuter route connecting the Town and communities to the south, north, and the region's Interstate Highway System, but also as a local route serving major traffic flows between important activity centers including Glenmont and Becker Elementary Schools, big box retail & strip shopping centers, as well as residential neighborhoods, agricultural and industrial lands.

Within the analysis area, US 9W is approximately six miles in length with seven signalized intersections. In addition, there are more than two hundred driveways serving residential and commercial establishments. Daily traffic volumes along the highway range from approximately 8,000 vehicles per day at the Town's southern boundary, to approximately 16,000 vehicles per day at the Delmar Bypass (NY 32) (See Appendix A, Map 5)

Some of the key findings:

Traffic Levels: The number of peak-hour vehicle trips attracted to, and produced by, development in the study area totaled nearly 5,600 trips in 2006. This represents a 54 percent increase in peak hour trips into the area over 1990 levels of about 3,625 trips. Peak

hour traffic growth on US 9W itself increased between 20 percent near Feura Bush Road and 40 percent near the Delmar Bypass. Traffic levels south of Creble Road changed very little.

Intersections: Intersections along the corridor generally work well, operating at LOS C or better (Level-of-Service or "LOS" is a measure of vehicle delay rated from "A" very good to "F" very poor) except for the intersection of US 9W with Farm Family/Bender Lane (See Appendix A, Map 3). In addition, while its LOS is acceptable (D or better) the intersection of US 9W and Feura Bush Rd/Glenmont Rd has a skewed alignment, creating blocked sight lines and awkward travel movements. Finally, the US 9W/Route 32 Jughandle intersection also works fairly well (LOS D or better) during peak travel periods, however while the configuration of this intersection provides convenient access from the Delmar Bypass to US 9W, the return trip is far less direct.

Mainline: A mainline analysis was conducted to look at the physical ability of the road to carry existing and future traffic volumes without any changes to the roadway system. By comparing mid-block volumes against theoretical mid-block capacities, operational deficiencies can be identified (See Appendix A, Map 4). Under existing traffic conditions, the entire corridor operates at about 25 - 50 percent of its practical capacity, with the exception of the segment between Route 32 and Feura Bush

Road, which is operating closer to 100% of its practical capacity. This means that the remaining segments of US 9W have enough reserve capacity to absorb traffic generated by a modest amount of new development assuming that: driveways are limited and spaced far apart; traffic signals are properly spaced and coordinated; and intersections are properly designed.

Trucks: For decades, State Route 396 has served as a truck route in the southern section of the Town of Bethlehem, providing a link between the Town's industrial areas and the New York State Thruway. The most heavily traveled section of this road is between US 9W and NY 144, a winding two-mile stretch that runs through the residential Hamlet of Selkirk and functions as its main street. It is the dual functions of Route 396 -- as a major truck route for the industries in the Town and as the main street for the Hamlet -- that have become the source of conflict.

Classification counts conducted by NYS DOT indicate that Route 396 through the Hamlet of Selkirk carries in excess of 525 trucks per day. This truck traffic accounts for almost 20 percent of the total traffic volume on the roadway. This compared to a seven percent NYS DOT reported average on major State highways in the Capital District. Trucks on US 9W range between 2-7 percent (See Appendix A, Map 6).

Transit: Public transit is a vital component of a well-rounded community transportation plan. Transit provides a good alternative to driving, and in some cases is the only reasonable and affordable alternative to getting to work. Transit service along the corridor is limited but very successful.

The Capital District Transportation Authority (CDTA) runs bus transit Route 7, a service begun in May 2003, which connects Bethlehem Center and Glenmont with downtown Albany. Bus Route 7 provides connections to the rest of the CDTA network, including other regional transportation centers such as the Albany International Airport and Rensselaer Train Station.

While the total number of transit users may be small compared to the overall number of corridor travelers in automobiles and trucks, for many people living or working in and around the corridor, this transit route provides a critical transportation service. Use of this route has grown significantly from 4,000 monthly riders in 2003 to more than 18,000 riders today. Transit is a more attractive choice when the walking trip to/from the stop is safe, pleasant and within a reasonable distance.

Property Access: US 9W has more than 200 driveways and roadway intersections within the study area. Excess curb cuts and resulting driveway turn movements create conflicts between through and turning traffic which can interrupt traffic flow. As the number of conflicts increases, congestion and



traffic crashes typically follow. This undesirable situation also limits the suitability of arterials for use by pedestrians, transit users, and bicyclists. Where problems exist or are emerging, unchecked construction of new driveways would threaten the operational integrity of the corridor. On the residential side, heavy traffic volumes and through traffic also diminish the quality of residential living environments.

It will be necessary for any plan for the US 9W Corridor to incorporate access management treatments. Such treatments can result in fewer crashes and traffic delays due to fewer conflicts between vehicles entering or leaving the roadway, fewer driveways for bicyclists and pedestrians to cross, better overall access to developments because traffic flows more smoothly, decreased roadway costs, and increased capacity per lane of roadway. For example, constructing a more complete local road or service road network can help divert traffic from US 9W so that all traffic doesn't end up using a congested intersection.

Safety: Crashes that occurred at intersections as well as within midblock segments were examined over a 3 year period. The results indicate that the corridor overall functions fairly well from a vehicular safety standpoint using traditional measures. Clusters of crashes can be found along the corridor, particularly between Feura Bush Road and Beacon Road where the large number of driveways and turning traffic contributes to a high number of ve-

hicular conflicts and higher crash occurrence (See Appendix B, Maps 1-5). For non-motorized travelers, the lack of adequate and safe facilities exposes walkers, cyclists and transit users to greater risk.

Pedestrians: Walkability of the corridor is poor as sidewalks are limited and intersections are uncomfortable to cross due to a lack of pedestrian signals and crosswalks. The presence or absence of sidewalks and safe, comfortable pedestrian street crossings are an important feature to be noted along the US 9W corridor. If provided, adequate pedestrian accommodations can link the residential areas to the east and west of the existing commercial areas, link transit stops to surrounding areas, and provide improved overall circulation that in many instances is a viable alternative to the motor vehicle.

Bicycles: There are no facilities specifically oriented towards bicycle travel in the US 9W Study Area. The roadway itself has paved shoulders of variable widths that legally can be used by bicyclists. However, the bicycle level of service on US 9W is marginal for most of its length. Relatively high travel speeds, high traffic volumes and the lack of a dedicated bicycle facility contribute significantly to the low ratings along the corridor in both directions.

TRAFFIC GROWTH

What is the expected growth in traffic generated by new development in the Town of Bethlehem and in the US 9W corridor by 2026?

Development in the Town of Bethlehem currently generates about 27,400 vehicle trips during the afternoon peak hour. Based on CDTC's regional traffic model, under 2026 conditions, travel in the Town is estimated to increase by about 33 percent to about 36,000 PM peak hour vehicle trips.

Development in and around the US 9W corridor (includes development beyond the study area, for example the proposed Beacon Harbor project) currently accounts for 20 percent of total trip making in the Town, generating about 5,600 vehicle trips during the afternoon peak travel hour. For 2026, the number of peak hour trips generated by development in the study area will more than double, increasing to about 14,700 vehicle trips.

The geographic distribution of PM peak hour vehicle trips attracted to and produced by new development in the corridor is summarized in Figure 3 on the next page.

How was traffic demand (trip generation) determined for development in the study area?

The approach to trip generation used in this study consisted of applying a known

trip rate derived in part from local traffic and land use data collected by CDTC staff and supplemented by data reported in the seventh edition of the ITE Trip Generation Manual.

TRAFFIC IMPACT

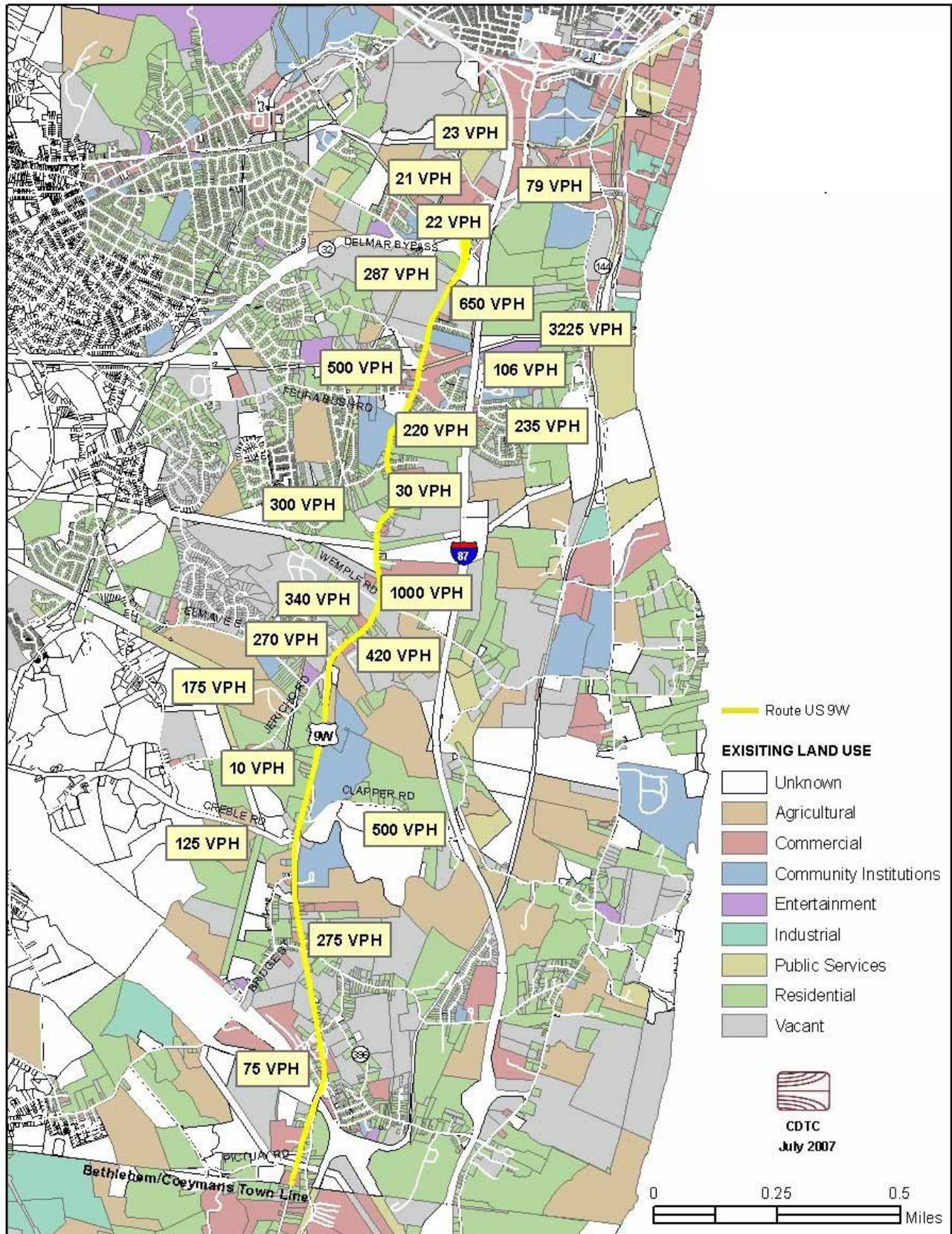
How was traffic impact of new development determined?

CDTC evaluated the impacts of the development growth in the US 9W corridor using the CDTC STEP Model. The CDTC Systematic Traffic Evaluation and Planning (STEP) Model is a travel demand model which utilizes VISUM software. The simulation of travel is based on the premise that the magnitude and pattern of travel is a stable function of the characteristics of the land use pattern and of the transportation system. In travel simulation modeling, those aspects of land use development and of the regional transportation system demand are identified, quantified, and correlated with travel through the analysis of origin-and-destination, land use, and transportation system data.

It has been demonstrated that the relationships between land use, the transportation system, and attendant travel remain reasonably stable over time. Thus, the future distribution and intensity of land use activity is the major factor influencing future traffic patterns. With an understanding of this relationship, a transportation plan can



Figure 3: US 9W 2026 Vehicle Trip Generation



be developed which would not only serve existing traffic patterns in the area, but which would also serve the new pattern that will evolve with changing development.

CDTC staff, in consultation with the Town Department of Economic Development and Planning, developed a corridor version of CDTC's STEP Model for use in evaluating future traffic conditions in the Town of Bethlehem. The Bethlehem version of the STEP model includes 38 traffic analysis zones representing the entire Town, including 12 zones within the US 9W corridor study area. The STEP model generates traffic forecasts for the PM peak hour, generally the critical design period for highway facilities. Calibration of the model involved adjustments to the traffic assignments through corrections to speeds, travel paths, and other model parameters until estimated traffic flow was simulated to actual traffic counts. Figure 4 on the following page shows resulting traffic flows forecast for Years 2005 and 2026.

What is the likely effect on the existing transportation system of traffic growth by 2026?

Using CDTC's STEP model, CDTC staff completed a series of traffic assignments to help assess the overall traffic impact on the US 9W corridor for various transportation futures with, and without, a Selkirk bypass including:

- ✓ One *without* a bypass and with no other major changes along US 9W
- ✓ Others with a bypass in different general alignment locations (southern/central/northern) but with no other major changes along US 9W
- ✓ Different general alignment locations either ending at the Thruway or NY 144 but with no other major changes along US 9W.

Traffic assignments for each land use future and for each Selkirk alternative were developed from the Town's Comprehensive Plan and used by the study consultant, Wilbur Smith Associates (WSA) to conduct highway capacity analysis and ultimately to develop the draft improvements proposed for the US 9W corridor.

Some of the key findings:

As land use development continues, potentially producing 9,000 new vehicle and transit trips during the PM peak hour in the US 9W Study Area, traffic will get heavier and LOS problems will worsen in some locations, see Table 2 and Figure 4, but will remain tolerable and acceptable during most of the day at most locations. There will be some deficiencies limited to peak travel periods, lasting generally less than two hours on an average weekday. US 9W corridor traffic growth impacts in the future would be as follows:



- ✓ The only corridor segment that would potentially exceed maximum capacity is US 9W between the Delmar Bypass and Feura Bush Road where the total number of trips forecast to travel within this segment by 2026 would be difficult to accommodate on the existing two travel lane configuration.
- ✓ Without any improvements, the signalized intersections shown below are likely to experience LOS F in 2026:
 - ✓ Bethlehem Center North Driveway
 - ✓ Bender Lane
 - ✓ Feura Bush/Glenmont Roads
 - ✓ Wemple Road
- ✓ Without changes to the current transportation system along the US 9W corridor, the negative impact of higher traffic volumes on transit, pedestrians, and bicyclists would be magnified beyond existing conditions.

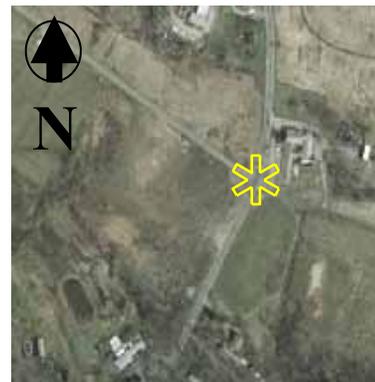
- ✓ The results of these analyses on the US 9W corridor itself and its intersections shows that regardless of whether or not there is a bypass, where it is located or how far it is extended, the overall impact of building a new Selkirk roadway will not trigger the need for adding new travel lanes to US 9W south of Feura Bush Road.
- ✓ Increases in traffic will increase the likelihood of crashes at existing high crash locations.



Bethlehem Center North & Bender Lane Intersections



Feura Bush/Glenmont Roads Intersection



Wemple Road Intersection

Table 2: Traffic Flow & LOS Analysis

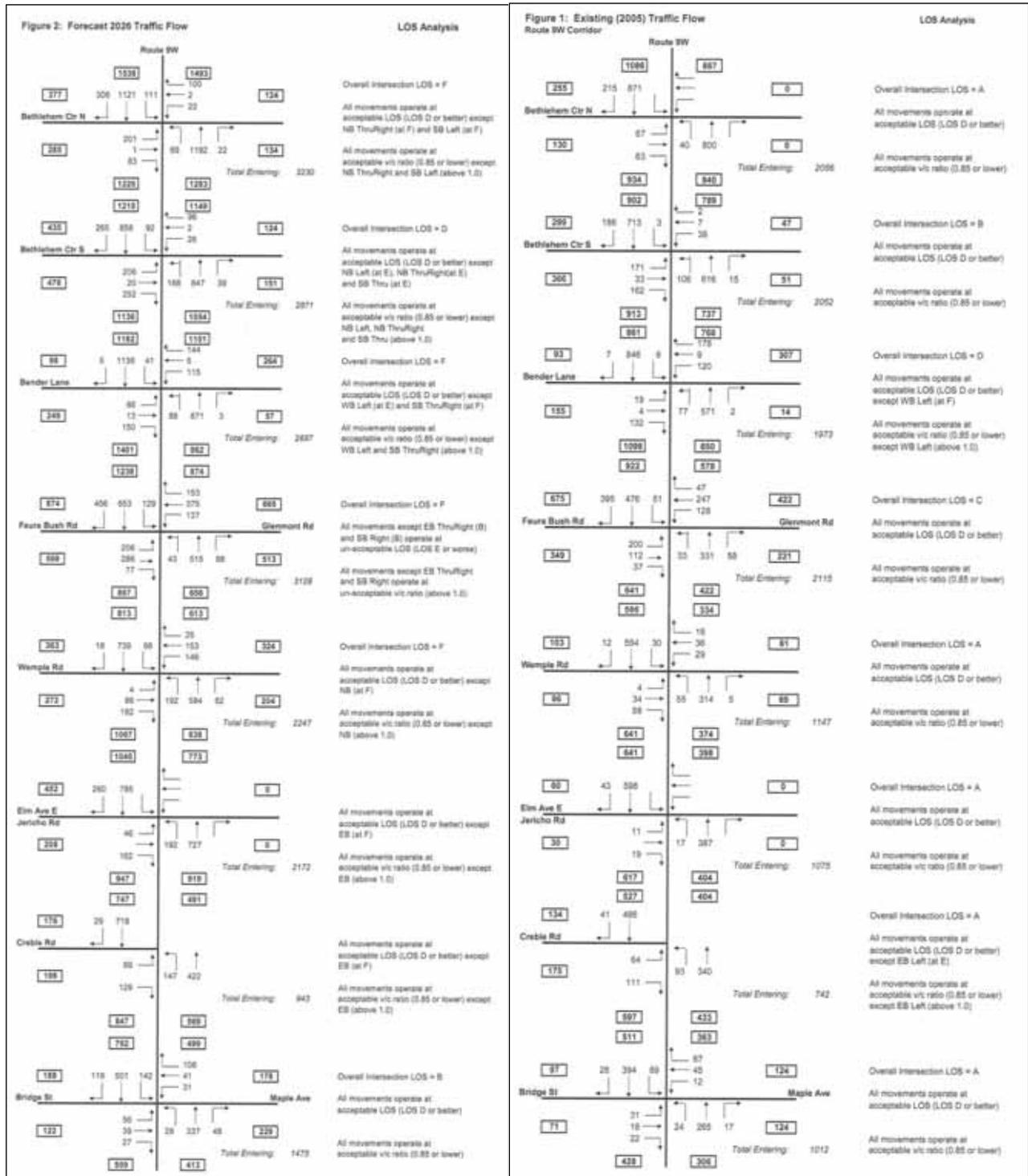
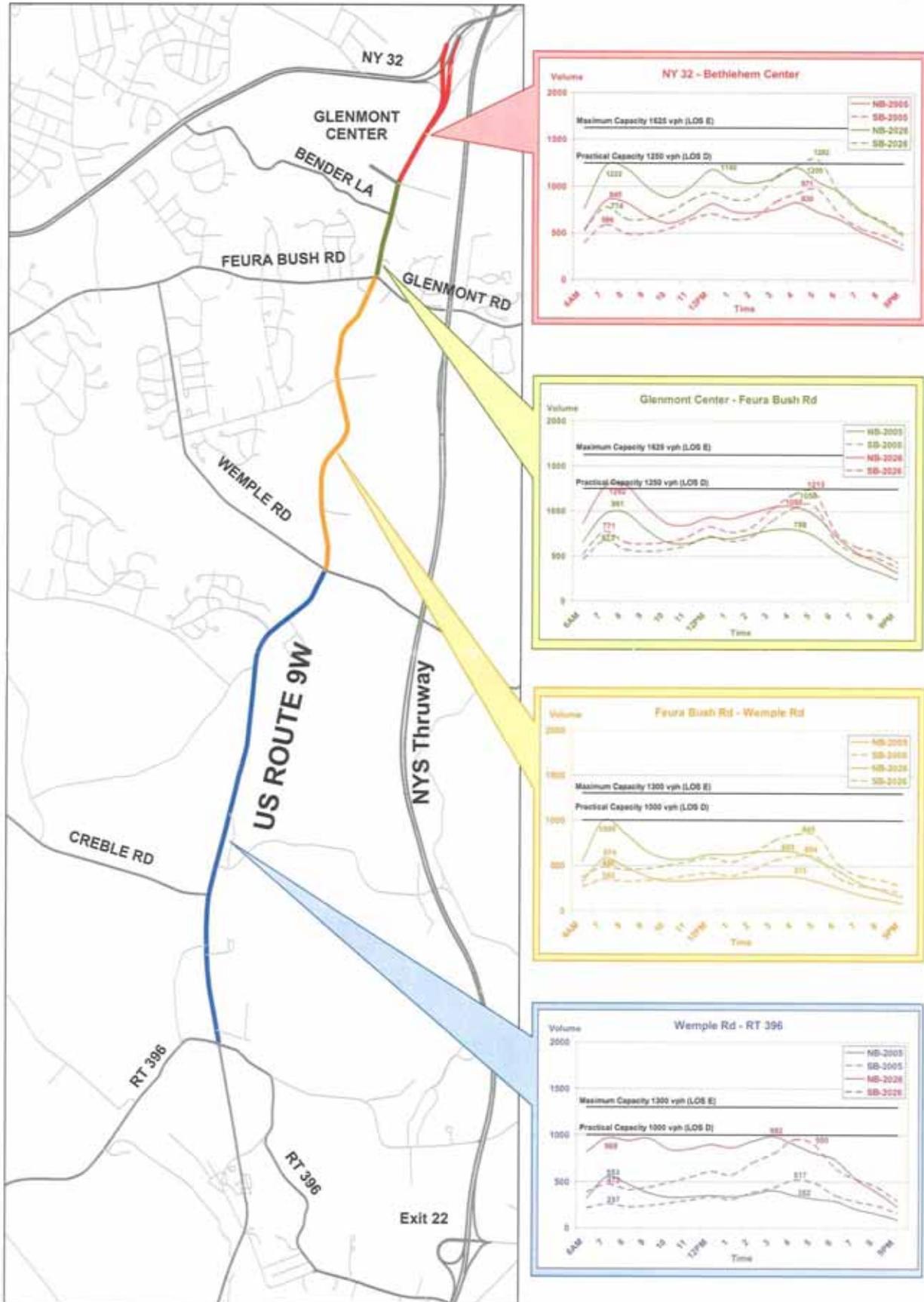


Figure 4: Traffic Profile for Route 9W—2005/2026 Daily Traffic



PROPOSED TRANSPORTATION IMPROVEMENTS AND LAND USE ACTIONS

What are the Recommended Transportation and Land Use Actions?

The study demonstrated that major capacity improvements corridor-wide would not be required to support development under the Comprehensive Plan-based future. The basic transportation recommendations are meant to facilitate a multi-modal future and preserve and improve the capacity of US 9W. Proposed improvements include limited capacity expansion in the northern segment between Route 32 and Feura Bush/Glenmont Roads combined with good arterial management actions corridor wide. Proposed actions include raised medians and interparcel connections, roundabouts, improved pedestrian and bicyclist accommodations along US 9W itself along with select off-corridor bike/ped networks, and better site design that supports transit and corridor walkability.

Some of the more significant proposed actions and improvements are summarized below and all of the proposed US 9W recommendations can be found in Figures 5-9, and Tables 3-7.

Capacity/Traffic Control Improvements

- ✓ Add capacity via one to two additional travel lanes along with a raised median between Route 32 and the Feura Bush Rd/Glenmont Rd intersection and consider construction of a parallel road

from Wemple Road to Clapper Road.

- ✓ Explore replacing most signalized intersections with roundabouts on US 9W at Feura Bush Rd/Glenmont Rd, Beacon Road and Wemple Road. Also, consider a roundabout at Town Squire Drive (See Appendix C, Figures 1-5).
- ✓ Implement signal coordination and other ITS (Intelligent Transportation Systems) technologies to maximize efficiency.

Arterial or Access Management

- ✓ Construct a raised median on US 9W in select areas of the corridor.
- ✓ Interconnect commercial parcels on US 9W as development or redevelopment occurs and provide shared driveway access as possible.
- ✓ Develop access management guidelines (standards) intended to manage property access to US 9W. Access management standards are intended to provide for safe entrance/departure from an arterial and are directed at preservation of roadway capacity, traffic and pedestrian safety, and convenient transit access. These will include driveway spacing and sight distance standards.



- ✓ Establish site access between new and existing commercial development.

Transit

- ✓ Support existing transit service through enhanced pedestrian and bicycle access and improved site design.
- ✓ Provide driveway interconnections on the northern segment allowing a new transit route through commercial properties on the east side of US 9W as they develop.
- ✓ Continue the Town's partnership with CDTA and CDTC to find ways to improve transit service in the corridor and throughout the Town.
- ✓ Aggressively market regional Travel Demand Management programs to Town residents, business owners, and prospective developers.

Pedestrian and Bicycle Improvements

- ✓ Improve pedestrian accommodations - fill gaps in the existing sidewalk network and extend sidewalks to the south, upgrade street crossings with cross walks and pedestrian signals where appropriate. Provide mid-block crossings where appropriate.
- ✓ Provide countdown signal heads and advanced walk phase at each signalized intersection and improve nighttime lighting.
- ✓ Construct sidewalks on some side streets where appropriate and construct sidewalk and shared-use path linkages.
- ✓ Develop an off road shared use path network connecting neighborhoods on both sides of US 9W.
- ✓ Widen US 9W to provide a 5 foot shoulder marked as a bicycle lane with appropriate signage.

Benefits of Access Management Techniques

- Fewer crashes and safer roadways
- Fewer traffic delays
- Fewer potential conflicts with vehicles entering or leaving the roadway
- Fewer driveways to cross for bicyclists and pedestrians
- A safe place for pedestrians to stand in the middle of the street if medians or islands are used
- Better overall access to developments because traffic will flow more smoothly
- Decreased roadway costs
- Increased capacity per lane of roadway
- Gateway and other roadway amenities can be added to improve area appearance
- Unsightly strip development can be avoided

Source: Ulster County Access Management Guidelines – 2003

- ✓ Resurrect Bethlehem's Pedestrian Committee - partnering with CDTC and Bethlehem Police to develop a town-wide safety education campaign targeting both pedestrians and motorists.

- ✓ Consider zoning amendments in the vicinity of Creble Road to protect the potential New Selkirk Bypass road location options, support economic development, and ensure compatibility with bypass alignments.

Land Use

- ✓ Adopt site design standards that are supportive of transit, walking and bicycling and that advocate for sharing of facilities, such as stormwater basins.
- ✓ Adapt setback standards to preserve needed right-of-way to accommodate medians, wide shoulders, sidewalks and landscape strips.
- ✓ Amend the zoning code and map for land in the vicinity of Wemple Road to promote formation of a hamlet.

US 9W Aesthetics and Design

- ✓ Support actions that would create a "green roadway."
- ✓ Establish landscape standards to provide a roadside buffer along US 9W made of trees, shrubs, and other vegetation.
- ✓ Promote overall corridor beautification of US 9W to make the roadway a more attractive place as a business location and place to live and shop.

Benefits of Roundabouts

A modern roundabout is an unsignalized circular intersection engineered to maximize safety and minimize traffic delay. Over the last few decades, thousands of roundabouts have been installed in Europe, Australia and other parts of the world. Recently, they have gained support in the United States with states such as Maryland, Colorado, Florida, Washington, and more recently New York, getting experience with their use and design. Drivers in those states also are becoming comfortable with their use. Cities and towns throughout the U.S. have accepted roundabouts because of the increased safety they provide, their traffic calming effect, and aesthetic benefits.

The safety benefits of roundabouts are dramatic. One study of 23 roundabouts, detailed in the NYSDOT publication *A Citizens Guide to Roundabouts*, demonstrated that changing signalized intersections to roundabouts reduced all crashes by 39 percent, reduced all injury crashes by 76 percent, and reduced all serious and fatal injury crashes by 89 percent. Locally, NYSDOT reports that all crashes at the Latham Circle in Colonie, NY have been reduced by more than 60 percent since installation of roundabout treatments in 2003.

The average delay at a roundabout is estimated to be less than half of that at a typical signalized intersection. Decreased delay may mean that fewer lanes are needed. Signalized intersections often require multiple approach lanes and multiple receiving lanes, which leads to a wider road.

Source: CDTC



What would a typical recommended cross-section look like?

Figures 5 - 9 on the following pages represent the recommended improvements options for the US 9W corridor from Route 32 at the northern end of the study area to Maple Avenue in the southern end of the study area.

With the exception of the segment from Route 32 to Feura Bush Road, the recommended improvements shown represent the complete improvement/upgrade of the particular segment of US 9W. For the Route 32 to Feura Bush Road segment, there are three improvement options. This graphic shows the necessary, acceptable and desirable complete improvements for the corridor in this area. These improvements are dependent on available funding and are primarily driven by current and future needs arising from the existing and potential land use in the corridor.

What do the Three Options in Figure 5 Represent?

The recommended options for potential future corridor improvements include a three-tiered options-based implementation plan (shown in figures 5-9 and as the "level of improvement" in tables 3-7) that details needs and opportunities. The three options include the following:

Necessary: Needed in the short-term because of moderate growth and requiring the reconstruction of intersections and development of roundabouts.

Acceptable: Needed in the short to moderate term to provide for additional capacity in the more heavily used direction of US 9W, in this case northbound toward the City of Albany.

Desirable: Needed in the longer term if moderate to heavy growth is realized, such as if the MED zoned area is developed in conjunction with development of the Selkirk Bypass road.

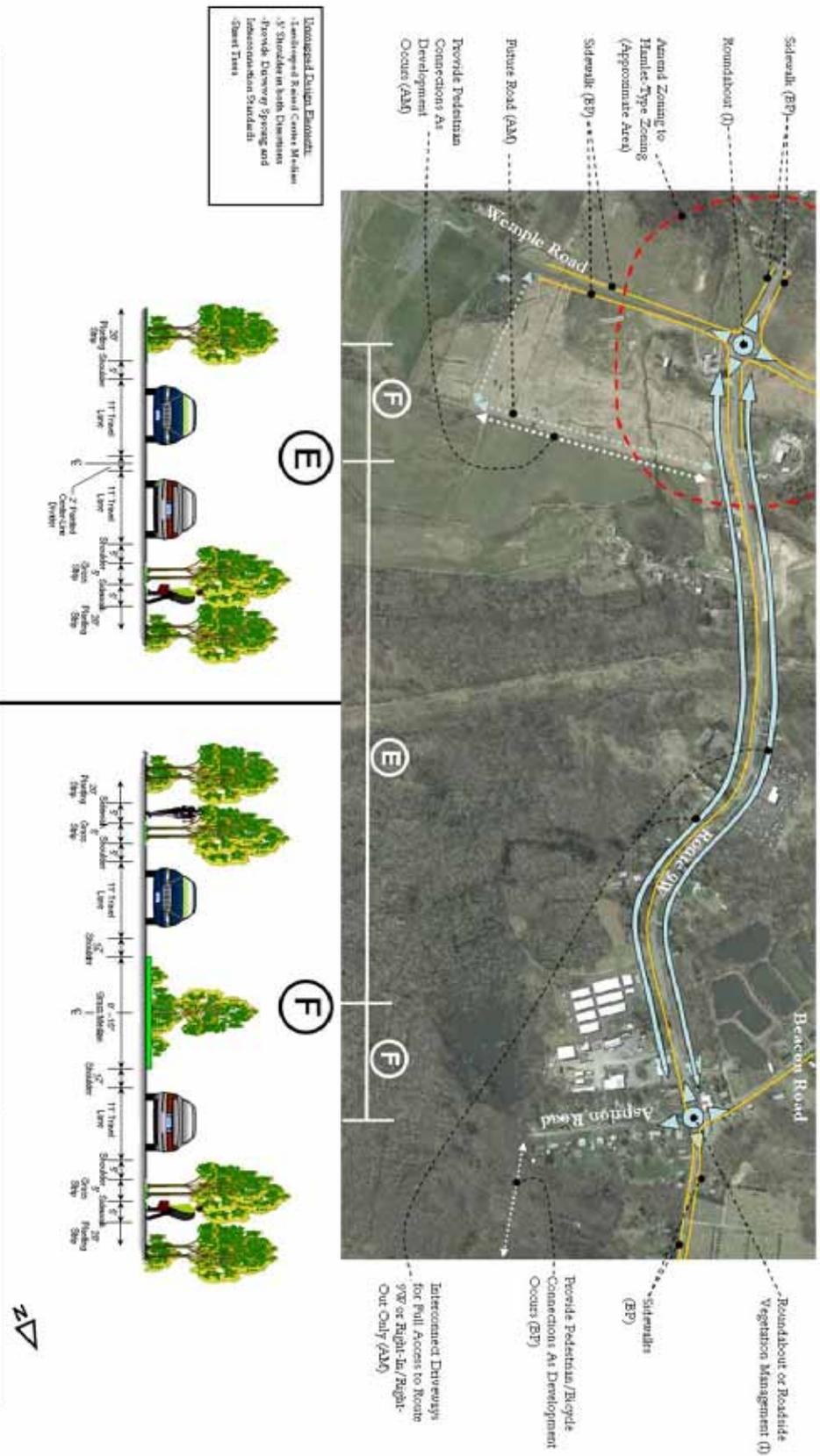
When are particular improvements needed?

In the near term, the Town of Bethlehem should work with its partners to install street trees (behind the anticipated future cartway of the expected cross-section to minimize the potential for removing newly constructed features) along US 9W, provide sidewalks where they currently do not exist (including along side streets such as Feura Bush Road), provide spot road widening(s) to enhance on-street bicycle mobility, rezone as appropriate to provide for the desired future roadway design, and work with CDTA to plan for anticipated transit stops/needs in the future.

In the longer term, other improvements, such as road widening(s), construction of the new Selkirk Bypass road, improvements typically dependant on growth pressures and future development patterns, and those requiring significant funding allocations, should be planned now for investment in the future.



Figure 7: Recommended Options—Beacon Road to Wemple Road

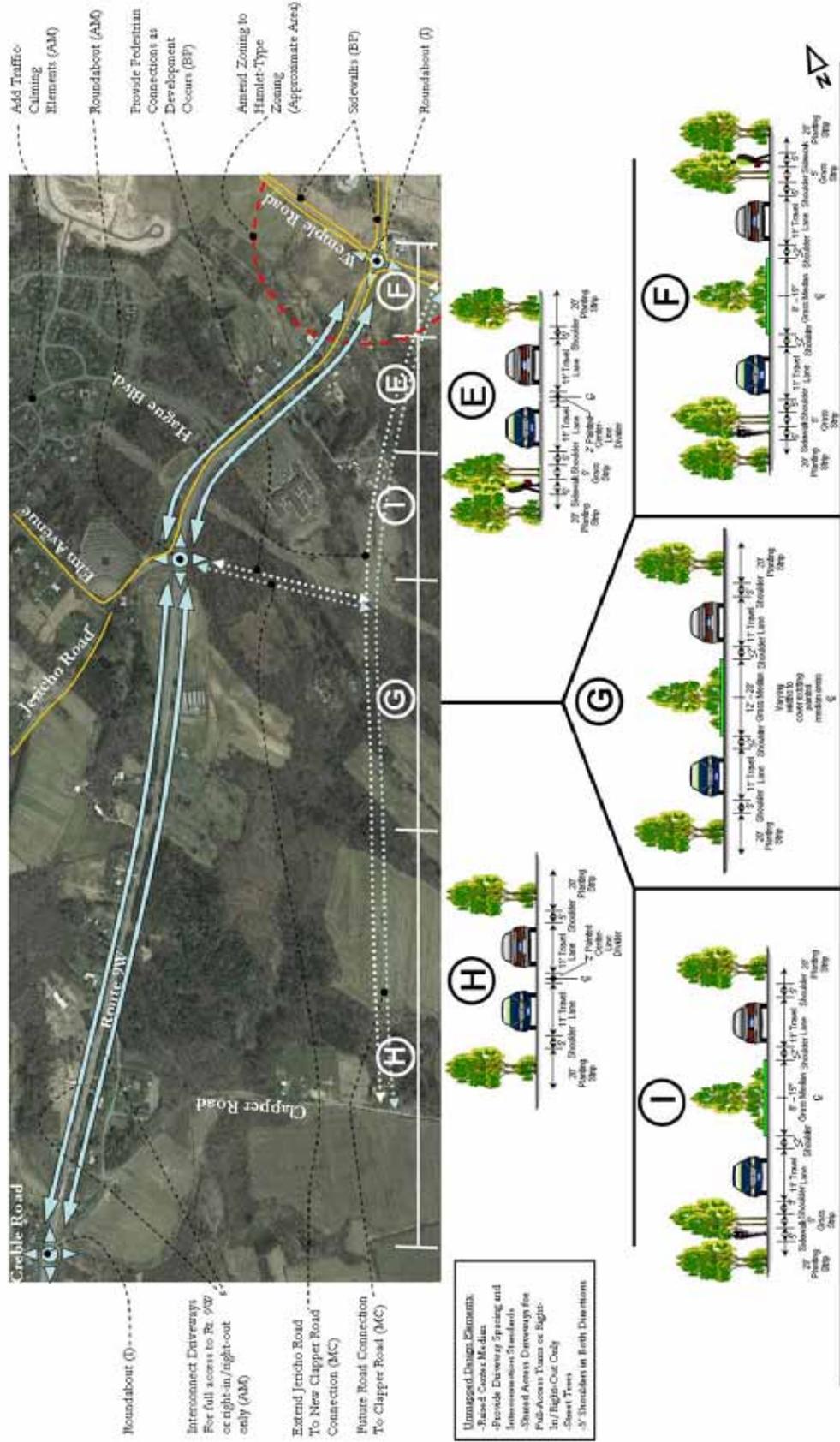


Route 9W Corridor Study
Beacon Road to Wemple Road Section

Conceptual Cross – Section Transect



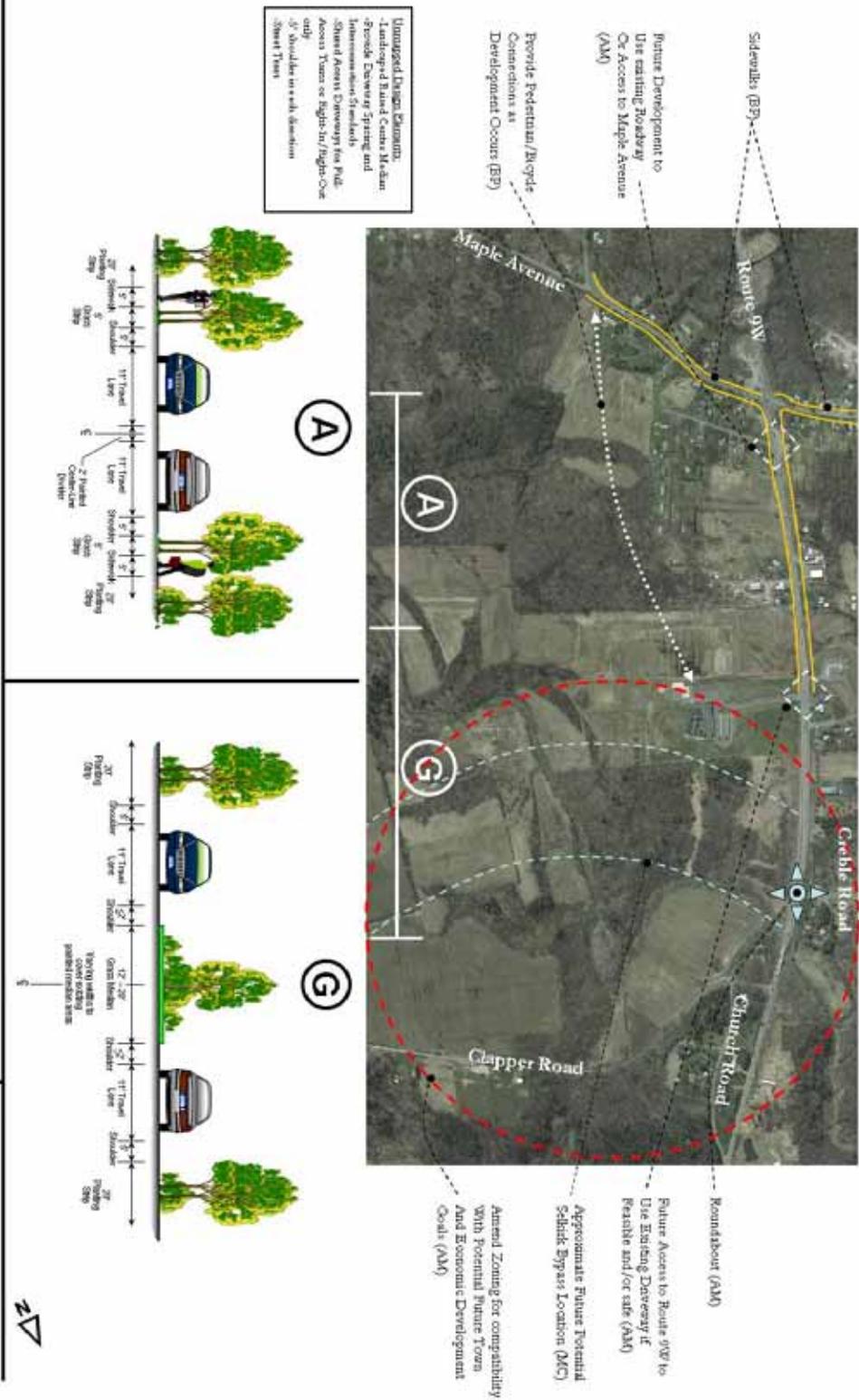
Figure 8: Recommended Options—Wemple Road to Creble Road



Route 9W Corridor Study
Wemple Road to Creble Road Section

Conceptual Cross – Section Transect

Figure 9: Recommended Options—Creble Road to Maple Avenue



Route 9W Corridor Study
Creble Road to Maple Avenue Section

Conceptual Cross – Section Transect

TABLE 3

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN ROUTE 32 AND FEURA BUSH ROAD					
Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Roadway Capacity	Alternative Roadway Configurations: (1) Maintain two 11-foot wide travel lanes	\$ 0.0 Million	None	Maintaining two travel lanes provides enough capacity for the present in this section but does not address future needs.	NA
	(2) Install a raised median	\$ 0.900 Million	Necessary	Providing a raised median would have greater safety and aesthetics benefits compared to the flush median (55% potential reduction in crashes), and would also have capacity and level of service benefits, but because left turns would be restricted, alternative ways of accommodating these turns would be needed. A raised median should be developed in conjunction with roundabouts (See Arterial Management).	2010-2015
	(3) Widen to three 11-foot wide travel lanes (Two lanes northbound and one lane southbound) with a raised median that includes several median breaks for left turns	\$ 8.0 Million	Necessary	The current lane configuration consisting of two travel lanes and one flush median center turn lane is acceptable under current land use conditions, however; As land development continues, the corridor should be expanded to provide four lanes consisting of three travel lanes and a raised median with several median breaks for left turns. If the MED zoning districts fully develop, an additional travel lane may be necessary to accommodate the new land use conditions. However, with an additional travel lane comes potentially significant environmental constraints and costs which may not permit full implementation of a five lane corridor cross-section. The cost of adding an additional travel lane is estimated to total \$5 million.	2015-2018
	(4) Widen to four 11-foot travel lanes with raised median that includes several left turn lanes	\$ 13.1 Million	Desirable	Four travel lanes, two in each direction may become necessary to maintain acceptable levels of traffic movement if the Mixed Economic Development Zoning Districts develop fully.	2018+
Intersection Improvements	Construct a two lane roundabout at Route 32	\$5.0 Million	Not necessary, but will create more developable land and address access issues on adjacent properties.	A roundabout at the intersection of US 9W with Route 32 to replace the large interchange would improve safety and address convenience issues of northbound traffic on US 9W attempting to travel west on Route 32. This is a very long term improvement, unless construction costs can be assumed by private development.	2018+
	Construct a hybrid roundabout at Feura Bush Road	\$1.2 Million	Necessary	A roundabout at Feura Bush Road will improve Level-of-Service and safety factors	2008-2015
Arterial Management	Interconnect parcels on both sides of US 9W as development or redevelopment occurs.	Variable – Developer Cost	Acceptable	This may be difficult because of depth of properties fronting US 9W on the east side, as well as the proximity of residential property to US 9W and sensitive land locations. Creative site design will be key to creating these connections.	Ongoing
	Construct a flush or raised median	\$0.25 - \$0.9 Million	Necessary	A raised median would restrict left turns and enhance the aesthetics of the area.	2010-2015
	Construct a roundabout at Town Squire Drive	\$0.80 Million for Roundabout	Necessary	The proximity to the Feura Bush intersection makes a signal at this intersection unlikely. Access to the Town Squire development, new development, and the properties on the west side of US 9W could be improved with a roundabout and interconnected properties on the west side (between Casa Mia and Bethlehem Preschool). The roundabout would also work best with a raised center median.	2010-2015
	Develop driveway spacing and sight distance standards.	\$ ---	Acceptable	Appropriate driveway spacing reduces potential conflicts on the road and improves capacity. Fewer driveways spaced further apart allows for more orderly merging of traffic, presents fewer challenges to drivers and improves the safety of access by pedestrians and bicyclists. CDTC's Suggested Minimum Driveway Spacing Guidelines for Capital District Arterials (tied to both AASHTO and NYSDOT standards) and the Transportation Research Board's (TRB) Access Management Manual can both be used as starting points. Requirements for safe sight distance are one of the most important arterial management techniques. A safe sight distance is the distance needed by a driver to verify that the road is clear and to avoid conflicts with other vehicles. Stopping sight distance reflects the minimum space needed to safely stop a vehicle, depending upon the speeds on the road.	2009-2010

TABLE 3

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN ROUTE 32 AND FEURA BUSH ROAD					
Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Arterial Management (cont'd)	Limit access to properties fronting on US 9W to right in / right out other than at signalized / roundabout intersections, side streets or shared driveways.	\$ ---	Acceptable	Reduction of left turn movements will improve roadway efficiency and safety. New Development north of Magee Drive must access US 9W via existing Town Center driveway intersections. Where this is not possible, right in and right out turns will be allowed.	2009
	Provide full connection between Glenmont School and Farm Family Driveway	\$50,000	Necessary	The interconnection between these properties will provide full access to the school from both directions if the raised center median is added to this section of US 9W.	2010-2015
	With Town Center roundabouts in place, convert Magee Drive to right in / right out only and provide additional access via connections to driveways on the properties to the north	\$ ---	Necessary	This will help improve access to Magee Drive without impinging on traffic movements on US 9W.	2015-2018
	Plan for adequate setbacks (approximately 70 feet from the centerline of the roadway on each side of the roadway) to accommodate the additional median lane, turn lanes, pedestrian facilities, bicycle facilities, and a 20 foot landscaping strip.	\$ ---	Acceptable	If providing a median and appropriate space for landscaping, pedestrians and bicycles is desirable, then 15 to 20 feet of additional Right Of Way on each side is required. Providing adequate building setbacks during initial development or redevelopment will minimize disruption to property owners when improvements are implemented in the future and can reduce the public financial burden of improvements. Adequate setbacks could include both a minimum and maximum from the right of way in an effort to create the community design/streetscape vision desired for this area.	2009-2010
	Add street trees close to the edges of the roadway	\$600 each	Acceptable	Street trees close to the road eventually create an enclosed feeling which elicits slower driving from motorists.	Timeline will depend on widening option chosen
	Convert the Bethlehem Town Center signalized intersections to roundabouts	\$2.0 Million	Desirable	Conversion of intersections, when there is additional development, and using the intersections as access points will improve overall efficiency and use of roadway with raised median. This is a long-term improvement that only needs to be implemented when the east side of US 9W develops.	2018+
	Complete sidewalks on both sides of US 9W	\$0.7 Million (fill in missing pieces of existing system) \$1.7 Million (All new sidewalks as part of road widening)	Acceptable	Limited walking infrastructure currently exists due to poor sidewalk coverage and pedestrian unfriendly intersections. While much of today's transportation system and land use pattern discourages walking, cycling, and transit use, and cannot easily be modified, sensitive design of future development can bring beneficial changes.	Timeline will depend on widening option chosen
	Widen US 9W to provide a 5 foot shoulder marked as a bicycle lane and signage.	\$0.7 Million	Acceptable	Bicycle accommodations at present are more or less non-existent as shoulder width is insufficient. Adequate shoulder width is essential to providing for bicycling along the corridor. The SAC agreed that providing a bike lane is preferable to a side path adjacent to the roadway due to the presence of commercial driveways and sight line issues and conflicts.	Timeline will depend on widening option chosen
	Add approximately 0.53 miles of sidewalks to Glenmont and Feura Bush Roads.	\$0.834 Million	Necessary	Limited walking infrastructure currently exists due to poor sidewalk coverage and pedestrian unfriendly intersections. While much of today's transportation system and land use pattern discourages walking, cycling, and transit use and cannot easily be modified, sensitive design of future development can bring beneficial changes.	2010-2015
	Create shared use path running west from US 9W	\$0.831 Million	Desirable	A shared use path heading west into the residential neighborhoods along Feura Bush Road (approximately .35 miles) will provide an alternate mode of travel for these residents to the sidewalks, schools and stores along US 9W.	2018+
Provision of safe walking and bicycling environment					

TABLE 3

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN ROUTE 32 AND FEURA BUSH ROAD					
Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Provision of safe walking and bicycling environment (cont'd)	Explore reduction of speed limit as it relates to adjacent land use, after engineering the roadway environment to induce lower speeds (11-foot lane, street trees, roundabouts)	\$ ---	Desirable	Speed limits above 35 mph create a hostile environment for bicyclists and pedestrians while lower speed limits create a more acceptable environment for bicycle and pedestrian use of shoulders and adjacent sidewalks. Regulatory action that reduces speed limits should only be done after engineering actions to induce lower speeds to create a more attractive cycling and walking environment have been completed.	Timeline will depend on widening option chosen
	Support existing transit service through enhanced pedestrian and bicycle access and improved site design.	Additional operating costs for new service will depend on service provided	Necessary	One of the most significant operational issues facing CDTA is the trade-off associated with circulating buses through shopping plazas or other significant destinations. Route deviations hamper the efficiency of the overall route even though such deviations provide better transit access to specific destinations.	Ongoing
Transit	Provide driveway interconnections allowing new transit routes through properties on the east side of US 9W as they develop.	\$ ---	Desirable	As the properties are developed, they should include interconnected roadways that can be used by buses to provide transit areas and turnarounds.	Ongoing
	Adopt site design standards that are supportive of transit, walking and bicycling.	\$ ---	Necessary	Developing higher density, mixed uses along US 9W will encourage pedestrian activity by creating a more interesting environment, and support transit use by ensuring that larger numbers of people live and work adjacent to transit. To encourage transit use, buildings should be oriented to the street and to pedestrian traffic. Pedestrian access between development and US 9W must be convenient if residents are to use transit.	2009-2010
Land Use	To accommodate right-of-way needs, require 50 foot from center line for 4-lane cross section and 20 foot landscape strip. (70 feet from center line.)	\$ ---	On-going/Necessary	No matter which cross section is implemented in this section, a 70 foot setback from the center line of the roadway to buildings and parking is recommended to accommodate future widening needs.	2009-2010
	Provide cross-access between properties on northern end of US 9W to allow access to existing intersections to augment right turn in / right turn out movements.	\$ ---	Desirable	Additional access to properties can improve development potential. Redevelopment of Route 32 intersection to a roundabout could also create more developable land near the intersection.	Ongoing

TABLE 4

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF ROUTE US 9W BETWEEN FEURA BUSH ROAD AND BEACON ROAD					
Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Roadway Capacity	Maintain two 11-foot travel lanes in the center of the segment	\$ --	None	Maintaining two travel lanes provides enough capacity in the center of this section but does not address the vehicle conflicts and crashes near Feura Bush Road.	NA
	There are two possible implementation methods:			Widen to provide a center median between two 11-foot travel lanes from the Glenmont Plaza property line north to Feura Bush Road and in the vicinity of Beacon Road intersection.	
	(1) install a flush median (Two Way Left Turn Lane)	\$ 0.425 Million	Acceptable	Installing a raised or flush median adds reserve capacity because it takes left turning traffic out of the travel lane and had a safety benefit. Because the approach to Beacon Road has a high crash rate, installing some type of median would reduce crashes. Installing a flush median near the intersection would potentially reduce crashes by 35%. Capacity and delay would also be improved. If constructed with textured colored pavement, negative aesthetic impacts of a two way left turn lane/flush median could be avoided.	2010-2015
	(2) install a raised median.	\$ 0.500 Million	Necessary	Providing a raised median would have greater safety and aesthetics benefits compared to the flush median (55% potential reduction in crashes), and would also have capacity and level of service benefits, but because left turns would be restricted, alternative ways of accommodating these turns would be needed. (See Arterial Management).	2010-2015
	Clear roadside vegetation on the east side of US 9W and adjust grades as needed near the intersection of Aspirion Road to improve sight distances	\$5,000	Acceptable	Removing trees and vegetation will increase sight distances for vehicles on Aspirion Road. These improvements can (and should) be done in conjunction with the installation of sidewalks.	Timeline will depend on sidewalk installation
Arterial Management	Construct a single lane roundabout @ Beacon Road	\$ 1.0 Million	Necessary within the time frame of the study, depending on development levels and traffic conditions	Beacon Road is currently controlled by a stop sign. Over time it is likely that some type of active traffic control will be warranted. A properly designed roundabout is the preferred control because it is safer than a signalized intersection and would reduce delay. A traffic signal is also an option, but in line with NYSDOT's policy, a roundabout must be considered first. If roundabout ROW requirements are found to be excessive a traffic signal can be installed, however if a signalized intersection requires turn lanes, those ROW impacts must be weighed against those of a roundabout.	2015-2018
	Interconnect parcels on the east side of US 9W and provide shared access as development occurs.	Variable - Landowner Costs	Acceptable	This may be difficult because of depth of properties fronting US 9W on the east side, proximity of residential property and sensitive lands. Creative site design will be key to creating these interconnections. Limit access to right in / right out except at shared driveways.	Ongoing
	Construct a flush or raised median between two 11-foot travel lanes from the Glenmont Plaza property line north to Feura Bush Road and in the vicinity of Beacon Road intersection. (as described for roadway capacity).	\$0.425 Million (flush) \$0.500 Million (raised)	Necessary	A raised median would restrict left turns, improve circulation, reduce conflicts related to the density of driveways in this section, enhance the aesthetics of the area, and provide additional traffic calming. South of this area, the raised median could transition to a flush median (two way left turn lane or TWTL). A flush or raised median south of Glenmont Carwash would be necessary only if residential conversion occurs as planned. Both types of median treatment would require about 15 feet of right of way.	2010-2015
	Explore possible signalization at Glenmont Plaza with a connecting road east and north to Glenmont Road (ideally intersecting across from Price Chopper Driveway).	\$0.250 Million (Signal) \$3.0 (New Two Lane Road)	Desirable	Successful interconnection of east side properties, in concert with signalization at Glenmont Plaza, will have a substantial safety benefit by reducing driveways and providing a common access point for existing and future businesses. Also, a connection on the east side of US 9W that would link to Glenmont Road to the north as an alternate route would reduce trips at the Feura Bush/US 9W intersection. Reducing trips will make that intersection safer and easier to travel especially before a roundabout is constructed. As part of this improvement, South Glenmont Plaza driveway becomes two-way and north Glenmont Plaza driveway becomes right in / right out access only.	2010-2015
	Add street trees close to the edges of the roadway		Acceptable	Street trees close to the road eventually create an enclosed feeling which elicits slower driving from motorists.	2010-2015

TABLE 4

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF ROUTE US 9W BETWEEN FEURA BUSH ROAD AND BEACON ROAD

Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Arterial Management (continued)	Develop driveway spacing and sight distance standards and limit access to only right in / right out or side roads except where shared driveways are used.	\$ ---	Acceptable	Appropriate driveway spacing reduces potential conflicts on the road and can improve capacity. Fewer driveways spaced further apart allow for more orderly merging of traffic, presenting fewer challenges to drivers and improving the safety of access by pedestrians and bicyclists. CDTC's Suggested Minimum Driveway Spacing Guidelines for Capital District Arterials (which are tied to both AASHTO and NYS DOT standards) and the Transportation Research Board's (TRB) Access Management Manual can both be used as starting points. Requirements for safe sight distance are one of the most important arterial management techniques. A safe sight distance is the distance needed by a driver to verify that the road is clear and to avoid conflicts with other vehicles. Stopping sight distance reflects the minimum space needed to safely stop a vehicle, depending upon the speeds on the road.	2009-2010
	Plan for adequate setbacks (approximately 15 to 20 feet each side of the roadway) to accommodate the additional median lane, turn lanes, pedestrian facilities, bicycle facilities, and a landscaping strip.	\$ ---	Acceptable	If providing a median and appropriate space for landscaping, pedestrians and bicycles is desirable, then 15 to 20 feet of additional ROW on each side is required. Providing adequate setbacks to buildings and parking during initial development or redevelopment will minimize disruption to property owners when improvements are implemented in the future and can reduce the public financial burden of improvements. Adequate setbacks could include both a minimum and maximum from the right of way in an effort to create the community design/streetscape vision desired for this area. For those portions of the segment where the vision over time is to have buildings fronting the sidewalk, maximum setbacks should be specified.	2009-2010
	Install sidewalks (approximately .86 miles) on both sides of US 9W	\$1.075 Million	Acceptable	Limited walking infrastructure currently exists due to poor sidewalk coverage and pedestrian unfriendly intersections. While much of today's transportation system and land use pattern discourages walking, cycling, and transit use and cannot easily be modified, sensitive design of future development can bring beneficial changes.	2010-2015
	Add a sidewalk (approximately 1.3 miles) along at least one side of Beacon Road.	\$ 1.26 Million	Acceptable	A sidewalk on Beacon Road would provide a pedestrian link from the residential areas west of US 9W to the US 9W sidewalk.	2010-2015
Provision of safe walking and bicycling environment	Widen US 9W to provide a 5 foot shoulder marked as a bicycle lane and signage.	\$0.650 Million	Acceptable	Bicycle accommodations at present are more or less non-existent as shoulder width is insufficient. Adequate shoulder width is essential to provide for encouraging bicycling along the corridor. The SAC agreed that providing a bike lane is preferable to a side path adjacent to the roadway due to the presence of commercial driveways and sight line issues and conflicts.	2010-2015
	Explore reduction of speed limit as it relates to adjacent land use, after engineering the roadway environment to induce lower speeds (11-foot lane, street trees, roundabouts)	\$ ---	Desirable	Speed limits above 35 mph create a hostile environment for bicyclists and pedestrians while lower speed limits create a more acceptable environment for bicycle and pedestrian use of shoulders and adjacent sidewalks. Regulatory action that reduces speed limits should only be done after engineering actions to induce lower speeds to create a more attractive cycling and walking environment have been completed.	2015-2018
	Provide pedestrian connections via shared use paths on the east side of US 9W between Glenmont Road and Asprion Road.	\$0.759 Million	Desirable	Provide connections as development occurs.	2015-2018
Transit	Support potential for future transit service through enhanced pedestrian and bicycle access and improved site design.	Additional operating costs for new service will depend on service provided	Acceptable	One of the most significant operational issues facing CDTA is the tradeoff associated with circulating buses through shopping plazas or other significant destinations. Route deviations hamper the efficiency of the overall route even though such deviations provide better transit access to specific destinations.	Ongoing
	Adopt site design standards that are supportive of transit, walking and bicycling.	\$ ---	Acceptable	Developing higher density, mixed uses along portions of US 9W will encourage pedestrian activity by creating a more interesting environment, and support transit use by ensuring that larger numbers of people live and work adjacent to transit. To encourage transit use near the intersection of Feura Bush Road, buildings should be oriented to the street and to pedestrian traffic. Pedestrian access between development and US 9W must be convenient if residents are to use transit.	2009-2010
Land Use	Preserve 36 feet from center line to accommodate right-of-way improvements plus an additional 20 foot wide landscaping strip.	\$ ---	Acceptable	It is important to maintain the potential for future improvements along the right-of-way.	2009-2010

TABLE 5

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN BEACON ROAD AND WEMPLE ROAD					
Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Roadway Capacity	Maintain two 11-foot travel lanes in the center of the segment	\$ --	None	Maintaining two travel lanes provides enough capacity in this section.	NA
	There are two possible implementation methods:			Widen to provide a center lane near the Beacon Road and Wemple Road hamlet areas.	2015-2018
	a) install a flush median (TWLTL)	\$ 0.60 Million	Necessary	Installing a raised or flush median adds reserve capacity because it takes left turning traffic out of the travel lane but it also has a safety benefit. Because the approach to Beacon Road has a high crash rate, installing some type of median would reduce crashes.	2015-2018
	b) install a raised median	\$ 0.750 Million	Acceptable	Providing raised medians at the Beacon Road and Wemple Road intersection(s) would have greater safety and aesthetics benefits compared to the flush median (55% potential reduction in crashes), and would also have capacity and level of service benefits, but because left turns would be restricted, alternative ways of accommodating these turns would be needed. (See Arterial Management).	2015-2018
	Construct single lane roundabout at Wemple Road	\$ 1.0 Million	Necessary	Wemple Road is currently controlled by a traffic signal. With no changes to the intersection, it is projected to operate at LOS F by 2026; thus, some form of improvement is necessary. In line with NYSDOT's policy, a roundabout must be considered first, and a properly designed roundabout is projected to operate at LOS A in 2026. The roundabout is therefore the preferred control because it should be safer than a signalized intersection and would reduce delay. A traffic signal is also an option, but only if roundabout ROW requirements are found to be excessive. Since this updated intersection will require turn lanes, those ROW impacts must be weighed against those of a roundabout.	2015-2018
Intersection Improvements	Interconnect commercial parcels along US 9W south of Beacon Road as development or re-development occurs and provide shared driveway access as possible.	Variable - Developer Cost	Acceptable	Creative site design will be key to creating these interconnections.	Ongoing
	Construct a flush or raised median as described in roadway capacity improvements	\$0.60 - \$0.75 Million	Desirable	A raised median would restrict left turns, enhance vehicular circulation, enhance the aesthetics of the area, and provide traffic calming. However, it would impact access to existing residential properties. The flush median (two way left turn lane) would provide left turn options. Both types of median treatment would require about 15 feet of right of way. Because it may be difficult to interconnect parcels close to the Beacon Road intersection, a flush median would help traffic entering/exiting businesses in this area.	2015-2018
Arterial Management	Develop driveway spacing and sight distance standards and limit access to only right in / right out or side roads except where shared driveways are used.	\$ --	Acceptable	Appropriate driveway spacing reduces potential conflicts on the road and can improve capacity. Fewer driveways spaced further apart allow for more orderly merging of traffic, presenting fewer challenges to drivers and improving the safety of access by pedestrians and bicyclists. CDTC's Suggested Minimum Driveway Spacing Guidelines for Capital District Arterials (which are tied to both AASHTO and NYSDOT standards) and the Transportation Research Board's (TRB) Access Management Manual can both be used as starting points. Requirements for safe sight distance are one of the most important arterial management techniques. A safe sight distance is the distance needed by a driver to verify that the road is clear and to avoid conflicts with other vehicles. Stopping sight distance reflects the minimum space needed to safely stop a vehicle, depending upon the speeds on the road.	2009-2010
	Plan for at least a 56 to 60-foot setbacks to parking and buildings (approximately 15 to 20 feet each side of the roadway) to accommodate, turn lanes, pedestrian facilities, bicycle facilities, and a 20-foot wide landscaping strip.	\$ ---	Acceptable	If providing a median and appropriate space for landscaping, pedestrians and bicycles is desirable, then 15 to 20 feet of additional ROW on each side is required. Providing adequate building parking lot and setbacks during initial development or redevelopment will minimize disruption to property owners when improvements are implemented in the future and can reduce the public financial burden of improvements. Adequate setbacks could include both a minimum and maximum from the right of way in an effort to create the community design/streetscape vision desired for this area. If the vision over time is to have buildings fronting the sidewalk in the vicinity of Wemple Road to create a walkable rural hamlet, maximum setbacks should be specified.	2009-2010

TABLE 5

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN BEACON ROAD AND WEMPLE ROAD					
Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Arterial Management (continued)	Add inter-connecting roadways in the Wemple Road area potential future rural hamlet.	Developer Cost	Necessary	Increasing circulation options in hamlet areas increases travel options and minimizes congestion.	Ongoing
	Add street trees close to the edges of the roadway	\$600 each	Acceptable	Street trees close to the road eventually create an enclosed feeling which elicits slower driving from motorists.	2010-2015
	Install sidewalks (approximately 1.1 miles) on both sides of US 9W in the vicinity Wemple Road in the potential future rural hamlet and on one side of US 9W for the rest of the section.	\$0.63 Million(north side of Wemple Road only - south side detailed in Table 6)	Acceptable	The Rural Hamlet concept is based in part on development that is close together and between which there is no need to travel by automobile. Sidewalks are necessary to make the concept work.	2010-2015
Provision of safe walking and bicycling environment	Widen US 9W to provide a 5 foot shoulder marked with share the road signage.	\$1.1 Million	Acceptable	Bicycle accommodations at present are more or less non-existent as shoulder width is insufficient. Adequate shoulder width is essential to providing for and encouraging bicycling along the corridor. The wide shoulder allows for easier bicycle use of Route 9 and is appropriate where there is expected to be less bicycle traffic than in the northern sections of US 9W.	2010-2015
	Explore reduction of speed limit as it relates to adjacent land use, after engineering the roadway environment to induce lower speeds (11-foot lane, street trees, roundabouts)	\$ ---	Desirable	Speed limits above 35 mph create a hostile environment for bicyclists and pedestrians while lower speed limits create a more acceptable environment for bicycle and pedestrian use of shoulders and adjacent sidewalks. Regulatory action that reduces speed limits should only be done after engineering actions to induce lower speeds to create a more attractive cycling and walking environment have been completed.	2015-2018
	Add sidewalks and/or shared use path along Wemple Road east and west of US 9W.	\$1.54 Million (sidewalk) - \$1.65 Million (pathway)	Necessary	Sidewalks along Wemple Road will encourage walking between neighborhoods and the Wemple Road Hamlet area.	2010-2015
	Develop an off road shared use path network connecting neighborhoods on both sides of US 9W and the Wemple Road Rural Hamlet	\$1.65 Million (pathway detailed above) + \$.77 Million for pathway along future road	Desirable	Many of the important bicycle and pedestrian connections in this portion of the US 9W corridor are actually east-west connections that cross the roadway. The ideal is a network of shared use paths that provide not only an alternate, off road north south bicycle and pedestrian route but also links to the existing, planned or envisioned residential neighborhoods or hamlet on both sides of US 9W.	2015-2018
Transit	Support future transit service through enhanced pedestrian and bicycle access and improved site design.	\$ ---	Acceptable	Transit service is dependent on the ability of users to reach the service. Providing adequate means for pedestrian and bicyclist to reach transit stops enhances the overall transit system. Planning for future transit service in current development increases the likelihood that transit service will operate along all of US 9W in the future.	Ongoing
	Adopt site design standards, especially in the potential future rural Hamlet area, that are supportive of transit, walking and bicycling.	\$ ---	Acceptable	Developing higher density, mixed uses along US 9W will encourage pedestrian activity by creating a more interesting environment, and support transit use by ensuring that larger numbers of people live and work adjacent to transit. To encourage transit use, buildings should be oriented to the street and to pedestrian traffic. Pedestrian access between development and US 9W must be convenient if residents are to use transit.	2009-2010
Land Use	Adapt setback standards to preserve right-of-way and provide for a 20-foot landscape strip.	\$ ---	Acceptable	56 to 60-foot setbacks from the centerline of the right-of-way to buildings and parking areas is recommended to accommodate medians, wide shoulders, sidewalks and landscape strips.	2009-2010
	Amend the zoning code and map for land in the vicinity of Wemple Avenue to promote the formation of a hamlet center.	\$ ---	Desirable		2009-2010

TABLE 6

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN WEMPLE AND CREBLE ROADS

Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Roadway Capacity	Maintain two 11-foot travel lanes	\$ 0.0 Million	None	Maintaining two travel lanes provides enough capacity in this section.	NA
	Create new north-south roadway east of US 9W through the Mixed Economic Development Districts linking Clapper and Wemple Roads	\$4.05 Million (Developer Cost)	Necessary	Providing an additional north-south roadway will help minimize traffic growth on US 9W, especially if the Selkirk Bypass is developed along the proposed central alignment. This approximately 1.35 mile road could be constructed by private development.	2018+
	Extend Jericho Road east to link US 9W and the new north-south roadway east of US 9W.	\$4.2 Million/mile (Developer Cost)	Desirable	Providing additional means of circulation within the study area will help minimize traffic growth on US 9W. This approximately .40 mile road could be constructed by private development.	2018+
Intersection Improvements	Construct single lane roundabout at Creble Road, if grades allow	\$ 1.5 Million	Acceptable, if the preferred alignment (central alignment) of the Selkirk Bypass is developed.	This intersection will need upgrading if the Selkirk Bypass is installed on the central alignment that links with Creble Road. The intersection will need to be shifted to the south to avoid impacts to the Vlomankill, but it can't shift too far south due to impacts to a historic property west of US 9W. The midpoint may place the intersection on a slope that is too steep to support the construction of a roundabout. A signalized intersection would be the second choice if the grade prohibits the construction of a roundabout.	2018+
	Roundabout at Jericho Road	\$ 1.0 Million	Desirable	If and when the land to the east of US 9W is developed, an access road, if constructed, should intersect US 9W across from Jericho Road and the intersection should be upgraded to a roundabout.	2018+
	Interconnect commercial parcels on US 9W south of Wemple Road as development or re-development occurs and provide shared driveway access as possible.	Variable (Developer Costs)	Acceptable	Creative site design will be key to creating these interconnections.	Ongoing
Arterial Management	Install a center raised median at the Jericho Road intersection	\$80,000	Necessary	A raised median would replace the painted center median and would limit the wide open feeling of US 9W near the Jericho Road intersection, helping to slow traffic. The raised median would continue to work if the roundabout is installed.	2015-2018
	Install a center raised median in the Wemple Road potential future rural hamlet area.	\$0.15 Million	Necessary	A raised median would help maintain safe traveling conditions in the hamlet area.	2015-2018
	Develop driveway spacing and sight distance standards and limit access to only right in / right out or side roads except where shared driveways are used.	\$ ---	Acceptable	Appropriate driveway spacing reduces potential conflicts on the road and can improve capacity. Fewer driveways spaced further apart allow for more orderly merging of traffic, presenting fewer challenges to drivers and improving the safety of access by pedestrians and bicyclists. CDTC's Suggested Minimum Driveway Spacing Guidelines for Capital District Arterials (which are tied to both AASHTO and NYSDOT standards) and the Transportation Research Board's (TRB) Access Management Manual can both be used as starting points. Requirements for safe sight distance are one of the most important arterial management techniques. A safe sight distance is the distance needed by a driver to verify that the road is clear and to avoid conflicts with other vehicles. Stopping sight distance reflects the minimum space needed to safely stop a vehicle, depending upon the speeds on the road.	2098-2010
	Install traffic calming elements on Hague Blvd. to minimize regional traffic use of this roadway.	\$0.1 Million ±	Acceptable	Traffic calming elements on Hague Blvd. will reduce its attractiveness as an alternative to Jericho Road as a means of reaching Elm Ave, and could include narrower travel lanes, street trees (where needed), speed humps, or other recognized traffic calming roadway features.	2015-2018
	Plan for at least a 56 to 60-foot setbacks to parking and buildings (approximately 15 to 20 feet each side of the roadway) to accommodate, turn lanes, pedestrian facilities, bicycle facilities, and a 20-foot wide landscaping strip.	\$ ---	Acceptable	If providing appropriate space for landscaping, pedestrians and bicycles is desirable, then 15 to 20 feet of additional ROW on each side is required. Providing adequate building and parking setbacks during initial development or redevelopment will minimize disruption to property owners when improvements are implemented in the future and can reduce the public financial burden of improvements. Adequate setbacks could include both a minimum and maximum from the right-of-way in an effort to create the community design/streetscape vision desired for this area. If the vision over time is to have buildings fronting the sidewalk in the vicinity of Wemple Road to create a walkable rural hamlet, maximum setbacks should be specified.	2009-2010

TABLE 6

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN WEMPLE AND CREBLE ROADS

Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Arterial Management (continued)	Add street trees close to the edges of the roadway		Minimum Necessary	Street trees close to the road eventually create an enclosed feeling which elicits slower driving from motorists.	2010-2015
	Install sidewalks on both sides of US 9W in the vicinity of Wemple Road in the potential future rural hamlet area.	\$20,000 (south side of Wemple Road only – north side detailed in Table 5)	Necessary	The concept of a Rural Hamlet is based in part on development that is close together and between which there is no need to travel by automobile. Sidewalks are necessary to make the concept work.	2010-2015
	Widen US 9W to provide a 5 foot shoulder marked with share the road signage.	\$1.65 Million	Necessary	Bicycle accommodations currently are more or less non-existent as shoulder width is insufficient. Adequate shoulder width is essential to providing for and encouraging bicycling along the corridor. The wide shoulder allows for easier bicycle use of US 9W and is appropriate where there is expected to be less bicycle traffic than in the northern sections of US 9W due to fewer destination points in this section.	2010-2015
	Install a sidewalk on the west side of US 9W between Jericho Road and the potential future Wemple Road rural hamlet area.	\$90,000	Necessary	Sidewalks along US 9W will encourage walking between neighborhoods near Jericho and Elm Roads and the Wemple Road Rural Hamlet area.	2010-2015
	Install sidewalks along at least one side of Jericho Road and Elm Avenue.	\$2.11 Million	Desirable	Sidewalks along Jericho Road and Elm Avenue will encourage walking between neighborhoods along these roads and the Wemple Road Rural Hamlet area via US 9W.	2010-2015
	Explore reduction of speed limit near Wemple Road intersection as it relates to adjacent land use, after engineering the roadway environment to induce lower speeds (11-foot lane, street trees, roundabouts)	\$ ---	Desirable	Speed limits above 35 mph create a hostile environment for bicyclists and pedestrians while lower speed limits create a more acceptable environment for bicycle and pedestrian use of shoulders and adjacent sidewalks. Regulatory action that reduces speed limits should only be done after engineering actions to induce lower speeds to create a more attractive cycling and walking environment have been completed.	2018+
	Develop an off road shared use path network connecting neighborhoods on both sides of US 9W, the Wemple Road Rural Hamlet and residential areas near Jericho Road.	\$1.08 Million	Desirable	Many of the important bicycle and pedestrian connections in this portion of the US 9W corridor are actually east-west connections that cross the roadway. The ideal is a network of shared use paths that provide not only an alternate, off road north-south bicycle and pedestrian route but also links to the existing, planned or envisioned residential neighborhoods on both sides of US 9W.	2010-2015
	Support the potential for future transit service through enhanced pedestrian and bicycle access and improved site design.	\$ ---	Acceptable	Transit service is dependent on the ability of users to reach the service. Providing adequate means for pedestrian and bicyclist to reach transit stops enhances the overall transit system. Planning for future transit service in current development increases the likelihood that transit service will operate along all of US 9W in the future.	Ongoing
	Adopt site design standards, especially in the potential Hamlet Districts, that are supportive of transit, walking and bicycling.	\$ ---	Necessary	Developing higher density, mixed uses along US 9W will encourage pedestrian activity by creating a more interesting environment, and support transit use by ensuring that larger numbers of people live and work adjacent to transit. To encourage transit use, buildings should be oriented to the street and to pedestrian traffic. Pedestrian access between development and US 9W must be convenient if residents are to use transit.	2009-2010
	Adopt setback standards to preserve right-of-way and provide for a 20-foot landscape strip.	\$ ---	Acceptable	56 to 60-foot setbacks from the centerline of the right-of-way to buildings and parking areas is recommended to accommodate medians, wide shoulders, sidewalks and landscape strips.	2009-2010
Adopt zoning revisions that are consistent with Town and Economic development goals	\$ ---	Desirable	Amend the zoning code and map for the land area in the vicinity of Wemple Road for compatibility with future Town and Economic development goals.	2009-2010	

Transit

Land Use

TABLE 7

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN CREBLE ROAD AND MAPLE AVENUE

Type of Action		Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
Roadway Capacity	Maintain two 11-foot travel lanes		\$ 0.0 Million	None	Maintaining two travel lanes provides enough capacity in this section.	NA
	Interconnect commercial parcels on US 9W as development or re-development occurs and provide shared driveway access as possible.		Variable (Developer Cost)	Acceptable	Creative site design will be key to creating these interconnections.	Ongoing
	Develop driveway spacing and sight distance standards and limit access to only right in/right out or side roads except where shared driveways are used.		\$ -	Acceptable	Appropriate driveway spacing reduces potential conflicts on the road and can improve capacity. Fewer driveways spaced further apart allow for more orderly merging of traffic, presenting fewer challenges to drivers and improving the safety of access by pedestrians and bicyclists. CDTC's Suggested Minimum Driveway Spacing Guidelines for Capital District Arterials (which are tied to both AASHTO and NYSDOT standards) and the Transportation Research Board's (TRB) Access Management Manual can both be used as starting points. Requirements for safe sight distance are one of the most important arterial management techniques. A safe sight distance is the distance needed by a driver to verify that the road is clear and to avoid conflicts with other vehicles. Stopping sight distance reflects the minimum space needed to safely stop a vehicle, depending upon the speeds on the road.	2009-2010
Arterial Management					If providing appropriate space for landscaping, pedestrians and bicycles is desirable, then 15 to 20 feet of additional ROW on each side is required. Providing adequate building and parking setbacks during initial development or redevelopment will minimize disruption to property owners when improvements are implemented in the future and can reduce the public financial burden of improvements. Adequate setbacks could include both a minimum and maximum from the right of way in an effort to create the community design/streetscape vision desired for this area. If the vision over time is to have buildings fronting the sidewalk in the vicinity of Maple Avenue to create a walkable rural hamlet, maximum setbacks should be specified and parking should be required in the rear of a lot.	2009-2010
		Plan for adequate setbacks (approximately 15 to 20 feet each side of the roadway) to accommodate turn lanes, pedestrian facilities, bicycle facilities, and a landscaping strip.	\$ ---	Acceptable		
		Install sidewalks on both sides of US 9W north of Maple Avenue to the school.	\$0.11 Million	Minimum Necessary	The concept of Rural Hamlet is based in part on development that is close together and between which there is no need to travel by automobile. Sidewalks are necessary to make the concept work. Linking the school into both the hamlet area and the rest of Selkirk also encourages non-motorized trips to the school.	2010-2015
Provision of safe walking and bicycling environment		Widen US 9W to provide a 5 foot shoulder marked with share the road signage.	\$0.7 Million	Minimum Necessary	Bicycle accommodations at present are more or less non-existent as shoulder width is insufficient. Adequate shoulder width is essential to providing for and encouraging bicycling along the corridor. The wide shoulder allows for easier bicycle use of US 9W and is appropriate where there is expected to be less bicycle traffic than in the northern sections of US 9W due to fewer destination points in this section.	2010-2015
		Add sidewalks to at least one side of Maple Avenue between US 9W and the existing sidewalk in Selkirk and west along Bridge Street.	\$0.7 Million	Minimum Acceptable	Sidewalks along US 9W will encourage walking between Selkirk neighborhoods and the sidewalk along US 9W	2010-2015
		Explore reduction of speed limit near Maple Avenue as it relates to adjacent land use, after engineering the roadway environment to induce lower speeds (11-foot lane, street trees, roundabouts) & post a School Zone speed limit.	\$ ---	Desirable	Speed limits above 35 mph create a hostile environment for bicyclists and pedestrians while lower speed limits create a more acceptable environment for bicycle and pedestrian use of shoulders and adjacent sidewalks. Regulatory action that reduces speed limits should only be done after engineering actions to induce lower speeds to create a more attractive cycling and walking environment have been completed.	2018+
Transit		Develop an off road shared use path network connecting Selkirk and the school.	\$0.13 Million	Maximum	A shared use path that provides an alternate way for bicyclists and pedestrians to travel between the residential areas in Selkirk and the School can help reduce automobile travel on US 9W.	2010-2015
		Support potential for future transit service through enhanced pedestrian and bicycle access and improved site design.	\$ ---	Acceptable	Transit service is dependent on the ability of users to reach the service. Providing adequate means for pedestrian and bicyclist to reach transit stops enhances the overall transit system. Planning for future transit service in current development increases the likelihood that transit service will operate along all of US 9W in the future.	Ongoing

TABLE 7

DESCRIPTION OF PROPOSED ACTIONS FOR THE PORTION OF US 9W BETWEEN CREBLE ROAD AND MAPLE AVENUE

Type of Action	Description	Estimated Cost	Level of Improvement	Comment	Anticipated Timeline
	Adopt site design standards, especially in the Rural Hamlet Districts, that are supportive of transit, walking and bicycling.	\$ ---	Necessary	Developing higher density, mixed uses along US 9W will encourage pedestrian activity by creating a more interesting environment, and support transit use by ensuring that larger numbers of people live and work adjacent to transit. To encourage transit use, buildings should be oriented to the street and to pedestrian traffic. Pedestrian access between development and US 9W must be convenient if residents are to use transit.	2009-2010
Land Use	Adapt setback standards to preserve right-of-way and provide for a 20-foot landscape stripe.	\$ ---	Acceptable	56 to 60-foot setbacks from the centerline of the right-of-way to buildings and parking areas is recommended to accommodate medians, wide shoulders, sidewalks and landscape strips.	2009-2010
	Consider zoning amendments in the vicinity of Creble Road to protect the potential Selkirk By Pass location options, support economic development, and ensure compatibility with By Pass alignments.	\$ ---	Necessary		2009-2010

POTENTIAL COSTS & FINANCING

How much are these transportation improvements likely to cost?

Cost estimates related to the draft proposed roadway improvements were derived from actual design or construction costs for typical roadway, sidewalk, and bicycle projects recently built in New York State. Projects selected were designed and built to AASHTO standards.

The costs in Table 10 (page 65) represent order of magnitude cost estimates, which by definition are only approximate estimates derived without the benefit of detailed data on site conditions (site specific slope or soils analysis). General cost estimates are, however, based on the actual costs of similar types of improvements in the Capital District.

How can these transportation improvements be financed?

With the current uncertain funding times combined with the demands and needs of aging existing infrastructure and other project needs, available funds for roadway projects are extremely competitive. Additionally, municipal budgets are stretched to provide the services and infrastructure expected by residents and businesses.

Financial realities bring about genuine concern regarding the ability of future projects and needs to obtain the neces-

sary funding allocation to be carried through to completion. It is generally agreed by transportation professionals that under current funding allocations, fiscal constraint regulations, and inflation, if current highway spending levels were to be projected out into future years, available funds will not provide adequate investment to fully maintain, let alone enhance, the transportation system that exists today.

In the 2008 NYSDOT publication *Multimodal Investment Needs & Goals For the Future* it was stated that "The dilemma facing New York State's transportation infrastructure is being replicated across the country...A new policy framework for investing in our transportation infrastructure is needed to preserve the vital transportation network and to improve it for meeting the new demands of competing in the global economy. This new policy framework should allow us to overcome the deficiencies in our transportation assets and, more importantly, to make cost-effective investments that will support our transportation system."

The potential sources of funding for future transportation projects are largely unknown. Nevertheless, project recommendations and actions need to be planned with the expectation that there will be available funding in the future.

This financial plan provides details on potential funding sources that could be used for recommended elements in this plan.



CDTC Transportation Improvement Program & NYSDOT—Statewide Transportation Improvement Program (STIP)

Description

The CDTC is the designated Metropolitan Planning Organization (MPO) tasked with fulfilling federal laws related to transportation planning in Albany, Rensselaer, Saratoga and Schenectady counties. A significant part of this responsibility includes development of the Transportation Improvement Program (TIP) for this region. The TIP is a staged multi-year program of proposed transportation improvement projects. MPOs, and in this case CDTC, are responsible for programming federal transportation funds for local highway and transit projects through the TIP. The TIP includes projects programmed for a 5-year period and is updated every 2 years. The CDTC receives and reviews applications from local municipalities for potential TIP projects ranging from preliminary engineering studies to right-of-way acquisition and construction. Placement in the TIP is highly competitive and requires at least a 20% local match. The current TIP covers the period 2007-2012 and is being updated in 2008 for the 2009-2014 time period.

Current Funding Allocation

Approximately \$716M for all projects listed in the current TIP, though existing needs currently exceed available resources.

CDTC Spot Improvement Program

Description

A funding set-aside to establish a program for projects whose scopes are too small for other funding sources. Spot Improvements are actions that address problems at specific locations such as intersections, short lengths of roadway or single destinations.

Funding

This is a competitive funding program and only solicits project applications every 2 years. Current funding is allocated at \$100,000 per year. Projects are funded 80% federal funds, 20% local match.

Transportation Enhancements Program (TEP)

Description

The TEP is a federally funded program administered by NYSDOT that provides funding for transportation projects of cultural, aesthetic, historic, and environmental significance. Eligible projects using TEP funds must be consistent with one of the following twelve FHWA categories:

- Provision of facilities for bicycles and pedestrians
- Provision of safety and educational activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic sites (including Historic Battlefields)

- Scenic or historic highway programs (including provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including conversion and use for pedestrian and bicycle trails)
- Inventory, control and removal of outdoor advertising
- Archeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation related museums

Funding

This is a competitive funding program provided every few years. Requests for funding must be at least \$200,000, with federal funding reimbursement capped at \$2.5M per project. Funding is limited to the amount provided in each application cycle and is typically very competitive.

Congestion, Mitigation, Air Quality (CMAQ)

Description

The CMAQ program supports the air quality improvement and congestion relief goals of the USDOT and was developed to fund transportation projects and programs that will assist in reaching attainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide and particulate matter. There are two categories of funding, diesel retrofits, which are not part of the planning effort of this study, and cost-effective congestion mitigation activities that provide air quality benefits, which is consistent with several of the recommendations in this study. All projects funded by CMAQ must reduce ozone, carbon dioxide and particulate matter from the transportation system and thus, contribute to the overall clean air strategy. Eligible projects must fall into one of the following general categories:

- Capital investment in new or expanded transportation projects or programs that reduce emissions, including infrastructure, congestion relief efforts, diesel engine retrofits or other capital projects.
- Operating assistance for new transit services, intermodal facilities, travel demand management strategies, and incremental costs of expanding existing transit services
- Studies that are part of project development, such as preliminary engineering, under NEPA as well as FTA Alternatives Analyses.



Funding

Funding for the CDTC region totals \$24M for the current 5-year TIP program. Allocations are currently split into five categories and can change with each TIP update.

Transportation, Community and System Preservation Program (TCSP)

Description

This program provides grant funding to states, MPOs, local governments and tribal governments to develop projects that integrate transportation, community and system preservation plans and practices that provide the following:

- Improve the efficiency of the transportation system in the U.S.
- Reduce environmental impacts of transportation
- Reduce the need for costly future public infrastructure investments
- Ensure efficient access to jobs, services, and centers of trade
- Examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals

Funding

The TCSP program is currently funded through FY 2009, with a total of \$270M being available during the 2005-2009 program period.

Recreation Trails Program

Description

This is a matching grant program administered by the Office of Parks, Recreation, and Historic Preservation. Funds are available to non-profit organizations, municipal state and federal agencies, Indian tribal governments, and other public agencies and authorities for the acquisition, development, rehabilitation, and maintenance of trails and trail-related projects.

Funding

Allocations change periodically. For FY 2008, there is approximately \$1.93M allocated state-wide.

Safe Routes to School

Description

The Safe Routes to School Program is a federal-aid program developed as part of SAFETEA-LU and administered by the Federal Highway Department (FHWA) and the New York State Department of Transportation.

The program provides funding for projects providing public access and use that directly or indirectly incorporate five categories: Engineering, Education, Enforcement, Encouragement, and Evaluation. A municipality or public school or district are eligible to submit for funding. The project location must be within 2 miles of a primary or middle school.

Funding

For the 2008 funding round, the cost of a project or activity was covered 100% by federal funding. There was no local match required, however it is a reimbursement program. All projects must have requested a minimum of \$25,000, with a maximum cost of \$150,000 for non-infrastructure projects or \$400,000 for infrastructure projects, and a \$550,000 maximum total project cost.

Public-Private Partnership Options

Because competition for federal and state funding is extremely tight and regional needs extensive, public financing through traditional sources cannot be assumed. Public/private sharing of the costs of new transportation infrastructure will be key to successful implementation of the plan. One approach would involve calculating cost share based on the amount of roadway capacity consumed by traffic generated by development in the study area.

This approach is described in some detail in CDTC's report, *Procedures for Public/Private Financing in the Capital District*. The Town of Colonie has successfully used this approach in assessing transportation mitigation costs for GEIS improvements in the Albany County Airport Area. Since this funding method apportions cost shares based on the amount of additional capacity that is consumed by a particular development, a development that generates many vehicle trips would have a higher total cost share than a develop-

ment that generates few vehicle trips. Public funding would be used for costs attributable to non-local traffic and to the creation of reserve capacity. Under this approach, full private developer funding of certain improvements can be considered if the warrant for the improvement is primarily to serve local development related traffic and not existing or new through traffic.

An alternative approach involves the use of a transportation development district. Under New York State law, special transportation districts may be created where property owners or tenants cooperate to "tax" themselves for improvements which would be of mutual benefit in a particular section of the community. The key to implementing this approach is approval by property owners within the district, the Town and the establishment of a Business Improvement District (BID)-like structure to manage the district.

The purpose of the District would be to defray the cost of constructing roadway improvements identified in the rezoning proposal. Under this approach, the Town may need to commit to financing the full cost of the transportation project up-front. As development in the study area occurs, mitigation costs would be collected to cover the debt service attendant to any bond acquired to finance the project. Although Transportation Development Districts have not been used in the Capital District, they have been used elsewhere in New York State.



State Sources of Funding

NYS DOT may fund and implement projects on facilities it owns or assist locals in funding their non-federal match for projects depending on available resources. Funding sources are available from State agencies other than NYS DOT. For example, funds are available for walking and bicycling trails from the New York State Office of Parks, Recreation and Historic Preservation (OPHRP). State funding of transportation projects or services may also be provided through legislative member items from State Senate or Assembly representatives. These funding sources are also very competitive.

Local Sources of Funding

A portion of the non-federal match will often come from local sources. If significant enough, these funds may be identified in a municipal capital program. Smaller and less costly projects which do not use federal or state sources may be funded through a local highway public works or park department annual budget. Towns also have the option to establish special assessment tax districts that raise funds for specific purposes such as sidewalks or roadway repairs.

Private Development

Sidewalks, bike paths, bike lanes, and streetscape improvements can be funded by developers within residential and commercial developments as long as

the requirements have been incorporated into the subdivision or site plan regulations. It is easier to request and/or require these facilities from developers if such improvements are generally detailed in a plan that supports, and provides a rationale for, the requested elements.

School Funding Sources

Because the school district has property within the US 9W corridor, there is the potential that the School District may be able to assist in securing grants or other funding for specific corridor improvements that will directly benefit the district and its students.

How much revenue will need to be raised using CDTC's public/private funding approach, assuming planned 2026 development levels?

Table 10 (page 65) shows one possible funding approach. The plan assumes that a large proportion of the total cost (\$64 million) would need to be financed by the private sector. Under this assumption mitigation costs would average \$7.08/SF for industrial development, \$15.45/SF for commercial development, and \$5,565/unit for residential development. By comparison, GEIS mitigation costs in the Albany International Airport area range between \$1.50 and \$12 per square foot, and between \$1,500 and \$4,500 per residential dwelling unit. The private development share of improvement costs can be reduced if additional funding can be se-

cured from future public (federal, state or local) funding programs or if the scope and cost of the Selkirk Roadway are reduced.

How does the new Selkirk Bypass Road Relate to the US 9W Study?

The new Selkirk Bypass road is directly related to the US 9W corridor in that the location of the road, and whether or not it is constructed, will affect the amount and distribution of traffic on US 9W, the pace of development in the corridor and the type of future land use that might be expected. Building on the Town of Bethlehem's Comprehensive Plan and the New York State Department of Transportation's (NYSDOT) project development work for the Selkirk Bypass, the US 9W Corridor Study presents a transportation system that works well for all users, is supportive of the Town's economic development goals, and respects and strengthens residential neighborhoods along the corridor.

As detailed in the new Selkirk Bypass road section that follows, significant study has been undertaken for many years to consider traffic and quality-of-life impacts and potential options for State Route 396 (Maple Avenue). Much of the rationale for this study is due to the significant percentage of truck traffic along this road and the negative effects this traffic has on the Hamlet of Selkirk. As well, the Comprehensive Plan made significant changes to the Town's overall land use plan by creating

the Mixed Economic Development District west of the NYS Thruway and east of US 9W south of Glenmont. The success of this zoning district, the future quality-of-life for residents along State Route 396 (Maple Avenue), and the ability to more directly access the NYS Thruway are all factors that brought about the need for this study.

All of these factors, as well as the potential location of the bypass, the direct tie-in to US 9W, and the need to coordinate a potential bypass with US 9W corridor improvements, makes the study and analysis of the potential bypass rational as an extension of the US 9W Corridor Study. Once again, it is important to note that the recommendations contained herein are planning-level only and design and engineering will be required prior to construction of any bypass option.

Further detail and discussion of the New Selkirk Bypass road can be found in Section 2.



SECTION 2: NEW SELKIRK BYPASS ROAD ANALYSIS

INTRODUCTION

Over ten years ago, the Town of Bethlehem, with the support of the Capital District Transportation Committee (CDTC), proposed the Selkirk Bypass to reduce heavy truck traffic through the residential areas of the Hamlet of Selkirk. The Hamlet is a compact, tightly settled, residential community of between 700 and 1000 persons located along Route 396 in the southeastern portion of the Town of Bethlehem. Residents living adjacent to NYS 396 (Maple Avenue), continually expressed concerns about excessive noise, air pollution and safety problems attributable to the high percentage of trucks using Maple Avenue to access the NYS Thruway, the Selkirk rail yards and other industrial areas within the Towns of Bethlehem and Coeymans. Maple Avenue is a relatively narrow, windy road, with a number of sharp curves, numerous curb cuts and until recently, an absence of sidewalks.

BACKGROUND

NYS Route 396 serves as a major truck route providing access between NYS Thruway Exit 22 and industrial areas in both the Town of Bethlehem and Town of Coeymans. Major industrial entities access the Thruway through Selkirk including Conrail, G.E. Plastics, Callanan Industries, Owens Corning, Atlantic Cement, and numerous trucking and warehousing establishments in the vicinity of

the Selkirk Rail Yards. Classification counts conducted by NYSDOT indicate that Route 396 through the Hamlet of Selkirk carries in excess of 525 trucks per day. This truck traffic accounted for almost 20% of the total traffic volume on the roadway. This compared to a 7% NYSDOT reported average on major State highways in the Capital District. According to NYSDOT's 2005 Highway Sufficiency Ratings Report, truck volumes remain above 20% along this roadway.

Responding to growing concerns, the NYS Route 396 issue was originally investigated by the Town in its 1989 Route 9W Corridor Study which recommended that a bypass road be constructed around Selkirk to minimize truck traffic impacts on the Hamlet and to facilitate access between the NYS Thruway and the Town's industrial area. Subsequently in 1991, at the request of NYSDOT, the Town of Bethlehem conducted an origin/destination study of truck traffic passing through the Hamlet of Selkirk in order to identify the impacts that a truck ban on NYS Route 396 would have on truck traffic and surrounding communities. The study concluded that a truck ban on Maple Avenue would divert truck traffic onto US 9W, Route 32 and possibly Route 143 in the Town of Coeymans. The Towns of Coeymans and New Baltimore responded negatively to the proposed truck ban stating that it would simply shift the truck traffic from one town to another. Area businesses responsible for generating truck

traffic also stated that a truck ban on NYS Route 396 would seriously affect their business. Due to these comments and other factors, the truck ban option was not pursued further.

In 1993, the Capital District Transportation Committee acted to add the proposed Selkirk Bypass project to the Transportation Improvement Program (TIP) for Federal funding. The original proposal was to construct a bypass road immediately south of the Hamlet. Subsequently, the project went through the NYSDOT Scoping process to determine the project objectives, design criteria, feasible alternatives and cost estimates. After a public work session, NYSDOT investigated a broader range of alternatives to address the community's concerns. These included a northern bypass alignment and an alternative that would rehabilitate/reconstruct NYS Route 396 on an improved existing alignment.

In 1998, NYSDOT began a *Preliminary Design Report and Environmental Assessment* for these alternatives. Consultants working on the project for NYSDOT conducted at least one local public work session as part of the development of the Preliminary Design Report. Based on this work, NYSDOT issued a draft Preliminary Design Report in November of 1999. Further work on the design report and environmental assessment however, appears to not have been carried forward beyond this point.

In 2001, NYSDOT revisited the project with the completion of a White Paper, *P.I.N. 1347.07, NYS Route 396, US Route 9W to NYS Route 144, Town of Bethlehem, Albany County*, on the alternatives. The White Paper summarized the work that had been previously completed, and did not include new analysis work. As part of this US 9W Corridor Study, the Town, together with the project steering committee continued the examination of previous work on the Selkirk Bypass in order to understand how the various alternatives may fit into the future plans for US 9W (See the Selkirk Bypass Review of Prior Work document developed early in this study process as a primer on previous work efforts).



What were the Guiding Principles used to assist in evaluating the alignment alternatives?

The various alignment alternatives were evaluated in this study based on whether or not they would reasonably accomplish the following:

- ✓ Improve livability and quality of life of the Maple Avenue neighborhood by removing tractor-trailer through traffic
- ✓ Establish economic development opportunities in the US 9W Corridor area that are consistent with the Town's Comprehensive Plan and amended zoning law
- ✓ Reduce the traffic burden on US 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 a strong potential for stimulating desired private sector investment and participation in meeting the stated guiding principles

What bypass options were considered as part of this study?

Three alternative bypass alignments were considered under this study (See Figure 10), the Southern Alignment, the Central Alignment and the Northern Alignment. Each alignment has positive and negative qualities, considerations, opportunities, and constraints (See Table 8).

Southern Alignment: This alignment was originally designed to meet two objectives, safety and quality-of-life. While it does substantially satisfy the original objectives, it falls short in promoting new economic development opportunities. Although the alignment traverses lands that are zoned for industrial use, it does not materially improve the marketability of this land nor create better access to a significant amount of acreage. This area is constrained by existing freight rail lines, some wetlands and steep slopes, and a lack of support services. This alignment also requires truck traffic to go southerly on US 9W from Creble Road, a negative for traffic heading northerly on the Thruway. In addition, because the alignment creates limited economic development opportunity, there is limited potential for private sector participation in the capital improvements required to implement this alternative.

Central Alignment: This alignment allows for turn free, direct access of truck traffic from Creble Road to the Thruway. It also provides for new ac-

Figure 10: New Selkirk Road (Bypass) Alternatives

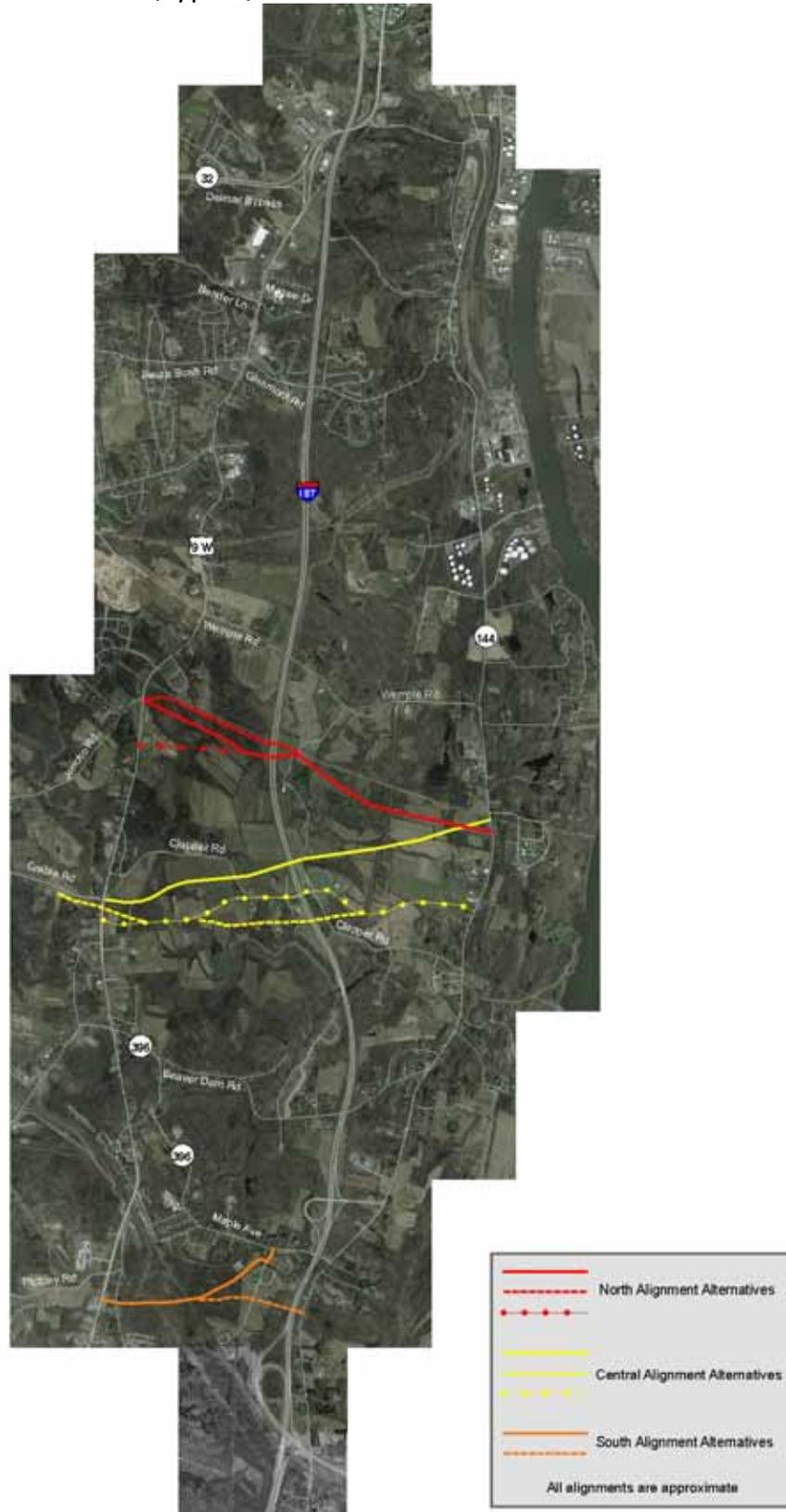




Table 8: Alternatives Analysis for Each New Selkirk Road (Bypass) Alternative

Statistics	Northern Alignment	Central Alignment		Southern Alignment	
	Alternative Alignment	NYS DOT Proposed Route	Alternative Alignment Option	NYS DOT Proposed Route	Alternative Alignment
Mapped Route Color	RED	YELLOW		ORANGE	
Length	2.0 Miles	2.2 Miles	2.0 Miles	1.0 Miles	1.1 Miles
# of Properties Crossed	8	11	7	6	7
# of Homes within 500 ft.	8	14	30	27	8
Steep Slope Disturbance	2 Significant Crossings	5 Significant Crossings	1 Significant Crossing & 3 Minor Crossings	1 Significant Crossing	1 Significant Crossing
Wetland Disturbance	2 Crossings: 400 ft & 125 ft	3 Crossings: 1000 ft, 300 ft, & 300 ft	2 Crossings: 200 ft & 600 ft	1 Crossing: 275 ft	2 Crossings: 275 ft & 575 ft
Number of new bridges	3 - stream, RR & Thruway	5 - 3 stream, Thruway & RR	2 - stream and RR	1 - RR	2 - RR & Thruway
Number of local roads crossed	1 Crossing	2 Crossings	1 Crossing & 1 Overlay	Overlays Route 396	0
Proximity to other notable uses	Passes close to Senior Housing	None	600 ft to Grade School, passes through water treatment plant site	Close to Gas Distribution Center	Passes through Gas Distribution Center Site
Reduces truck traffic on Maple Ave. (Under most alternatives trucks would not be allowed on Maple Ave., except for local deliveries)	Yes	Yes	Yes	Yes, except on eastern end btwn Bypass & NY 144	Yes
Increase in traffic on other roadway segments, including ¹ :					
Bender Lane	No		No		No
Feura Bush Road	Yes		No		Yes
Beacon Road	No		No		No
Wemple Road	Yes	Yes on segment from 9W to the west, westbound only. No on other segments.			No
Creble Road	No		Yes		No
NY 144	Yes from Glenmont Rd south	Yes from new Interchange at Creble Rd south			Yes
NY 396	Yes on segment from 9W to the west. No on other segments.	Yes on segment from 9W to the west. No on other segments.		Yes from 9W to the west, new Bypass segment & btwn Bypass & NY 144.	Yes on segment from 9W to the west & new Bypass segment.
Can a New Interchange be accommodated?	Yes	Yes	Possible, but very restricted	NA	NA
Increase or Decrease in traffic on 9W ¹	Large decrease north of Wemple Road	Large decrease between Delmar Bypass and Creble Road; increase south of Creble Road	Large decrease between Delmar Bypass and Creble Road; increase south of Creble Road	Small decrease between Delmar bypass and NY 396; small increase south of NY 396	Small decrease between Delmar bypass and NY 396; small increase south of NY 396
Comparison of length of PM Pk Hr truck trips to/from (as measured by VMT and VHT):	Change in VMT/Change in VHT compared to current trips				
Creble Rd area, west of Rte 9W	decrease/decrease	decrease/decrease		increase/no change	
NY 396 west of 9W/Callanan Industries	increase/decrease	decrease/decrease		increase/decrease	
Distance from Route 9W/Creble Road Intersection ²	1.0 Miles	0 Miles	0.1 Miles	2.15 Miles	2.15 Miles
Proximity to commercially or industrially zoned lands?	Substantial MED and some Rural Hamlet	Substantial MED and Rural	Substantial MED and Rural	Substantial MED and Rural, some Rural Hamlet	Substantial MED and Rural, some Rural Hamlet
<p>Notes:</p> <p>VMT - vehicle miles traveled is an indication of operating costs VHT - vehicle hours traveled provides a travel time measure</p> <p>1 - assumptions based on overall traffic impact, 2006 trips 2- truck travel patterns indicate most travel to/from S.Bethlehem via 396 west & Creble Rd. Assuming the Creble Rd corridor is the center for industrial activity in the town, distance to this area is a measure for truck accessibility.</p>					

cess to hundreds of acres of developable land between US 9W and the NYS Thruway. This alternative is slightly south of the limits of most of the existing development pressure and growth. It is reasonable to project that by the time this alternative could be constructed, there will be growth and development pressure immediately nearby.

This alignment has great potential to attract private sector participation in the required capital improvements. It is expected that major developers will be very interested in the significant new accessibility and increased marketability of land in this area of the Town. Although there are constraints in this area (wetlands, steep slopes, stream crossings), there is significant developable land and the potential for extension of the new Selkirk Bypass road east of the Thruway to Route 144 would allow for orderly growth and planning for development of the river corridor as well. With a Thruway interchange, access to the Selkirk Rail Yards and the Heavy Industrial Zone between US 9W and Route 32 would be greatly enhanced making this area more attractive to new industrial investment.

Northern Alignment: This alignment requires truck traffic from the Creble Road area to move northerly on US 9W and against grade to a new bypass in the vicinity of Jericho Road. It adds truck turning movements at two US 9W intersections and adds travel time and mileage for truckers when compared to

the central alignment. This might have a negative effect on the competitive position of truck-dependant businesses in the Selkirk Rail Yards area.

The Jericho Road area is already subject to development pressures but its limited access to the interstate system at present diminishes the marketability of the area for non-residential development. The northern alignment would provide access to substantial undeveloped lands that are appropriately zoned for clean industrial and mixed-use development. This alternative is similar to the Central alignment with regard to its ability to attract private sector participation in the capital improvements, and its potential for further extension to Route 144 and the river corridor.

How did the study address the issue of truck traffic in the southern section of the corridor, specifically along Maple Avenue in the Hamlet of Selkirk?

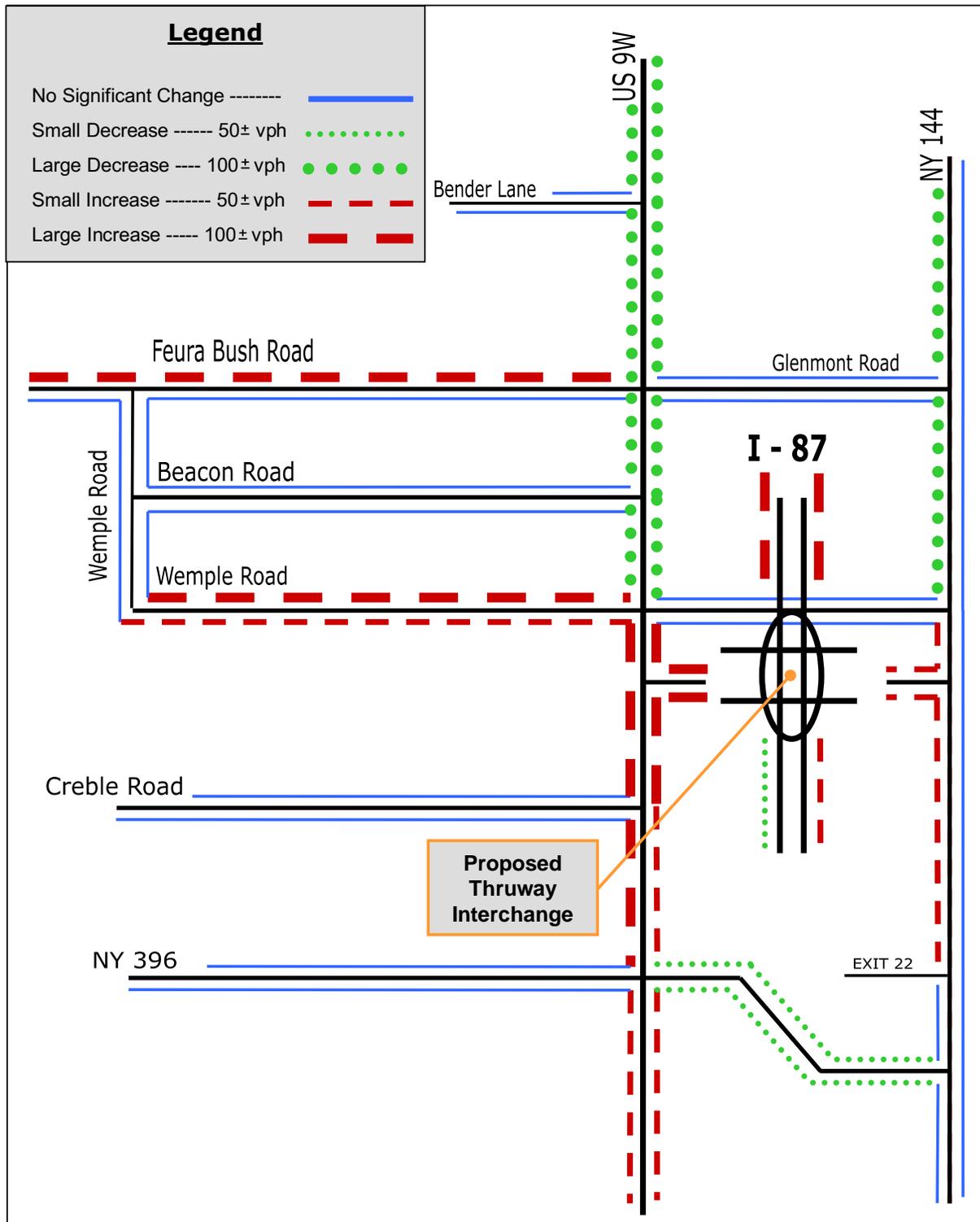
The most significant issue in the southern corridor has been, and continues to be, truck traffic. The area lies between the Town's southern industrial area (which includes the Selkirk Rail Yards) and Exit 22 of the NYS Thruway. The prominent route for trucks traveling between these points includes Creble Road (County Route 55), US 9W and NYS Route 396. This route generates a significant volume of truck traffic through the residential Hamlet of Selkirk, and creates significant quality-of-life and traffic safety concerns for its residents. Previous studies have



documented the truck traffic issue and a proposed bypass road is included in the current long-range Regional Transportation Plan (New Visions) and the Transportation Improvement Program (TIP). The Town Comprehensive Plan views the bypass as essential for resolving the quality-of-life issue for Selkirk and also sees it as a potential opportunity to facilitate economic development in the US 9W corridor. Until this time, progress on the roadway has been stalled by debate over its alignment, purpose and cost. Resolving the general alignment area for a New Selkirk Road (Bypass) is a primary issue of the study.

The study team, together with the Study Advisory Committee, examined the various bypass alternatives, and discussed their findings with the community in public meetings and workshops held in March 2007 and March 2008. The study concludes that implementation of any of the bypass alternatives will remove a substantial volume of truck traffic from NYS Rt. 396. It is expected that the central alignment would be most effective since it provides a direct route from the principal area of truck traffic origins and destinations to the interstate highway system.

Figure 12: Northern Alternative: Wemple Road Area Option
PM Peak Traffic Impact of a New Thruway Interchange in the Vicinity of Wemple Road
 Under 2006 Traffic and Land Use Conditions





Northern Alignment

- A new road and interchange in the vicinity of Wemple Road would be expected to lower traffic demand on the northern section of US 9W and NY 144.
- A new NYS Thruway interchange in the vicinity of Wemple Road will make the NYS Thruway a more attractive route for travel to/from Glenmont and Delmar, especially for neighborhoods and businesses along the Feura Bush Road and Elsmere Avenue corridors. The model shows that traffic will increase on Feura Bush and Wemple Roads.
- To a lesser degree, access to South Bethlehem via the NYS Thruway will improve as well, shifting traffic to the southern portion of US 9W.
- Trucks currently using Maple Avenue are primarily oriented to South Bethlehem and the CSX rail yard. Making this new road the truck route will shift freight traffic to a more direct route. Based on the information available to the study team, vehicle miles traveled (VMT) will decrease by about 11 percent from current travel conditions. Vehicle hours traveled (VHT) would decrease by about 50 percent. Decreasing VMT and VHT will lower freight operating costs in the corridor.



Northern Alignment Alternatives Considered

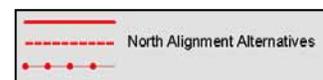
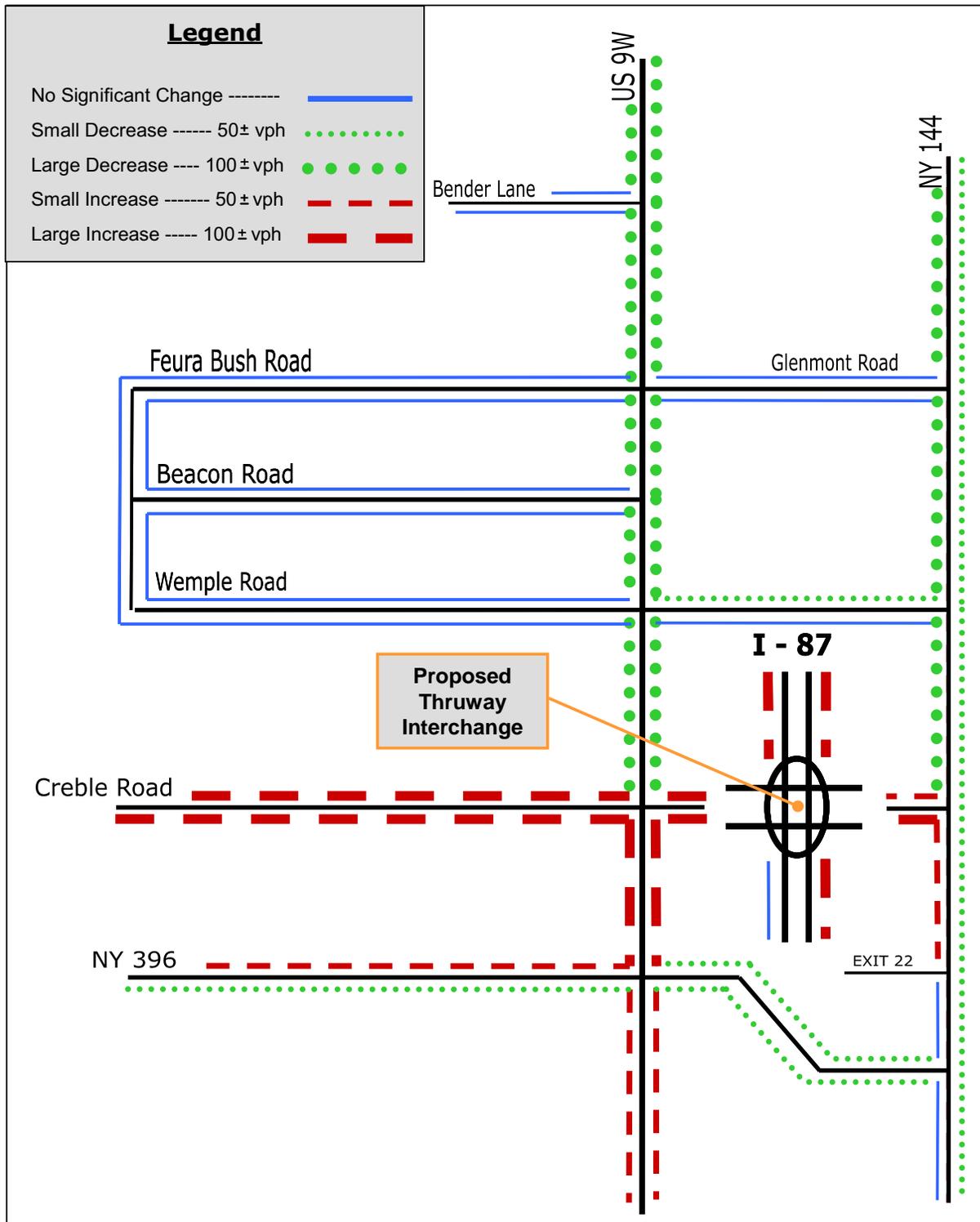


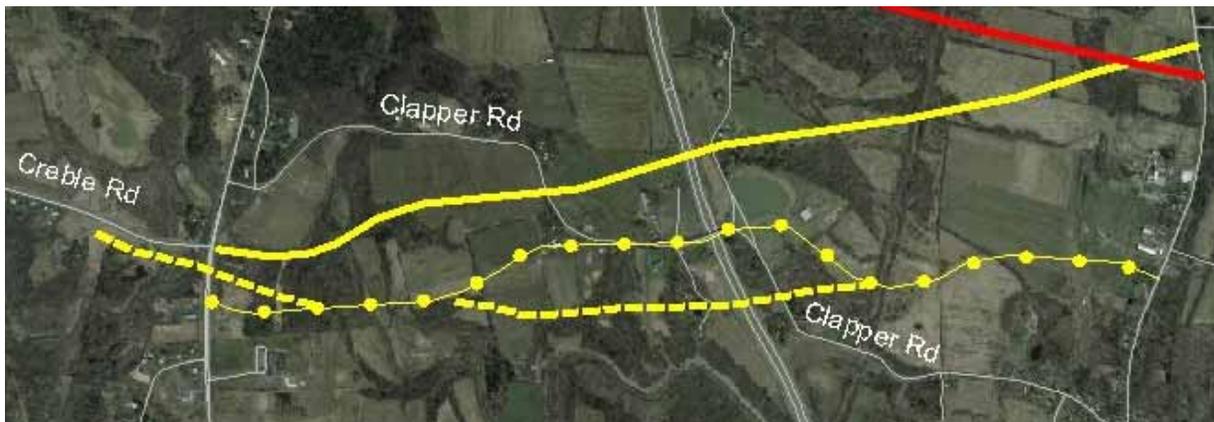
Figure 13: Central Alternative: Creble Road Option
PM Peak Traffic Impact of a New Thruway Interchange in the Vicinity of Creble Road
 Under 2006 Traffic and Land Use Conditions





Central Alignment

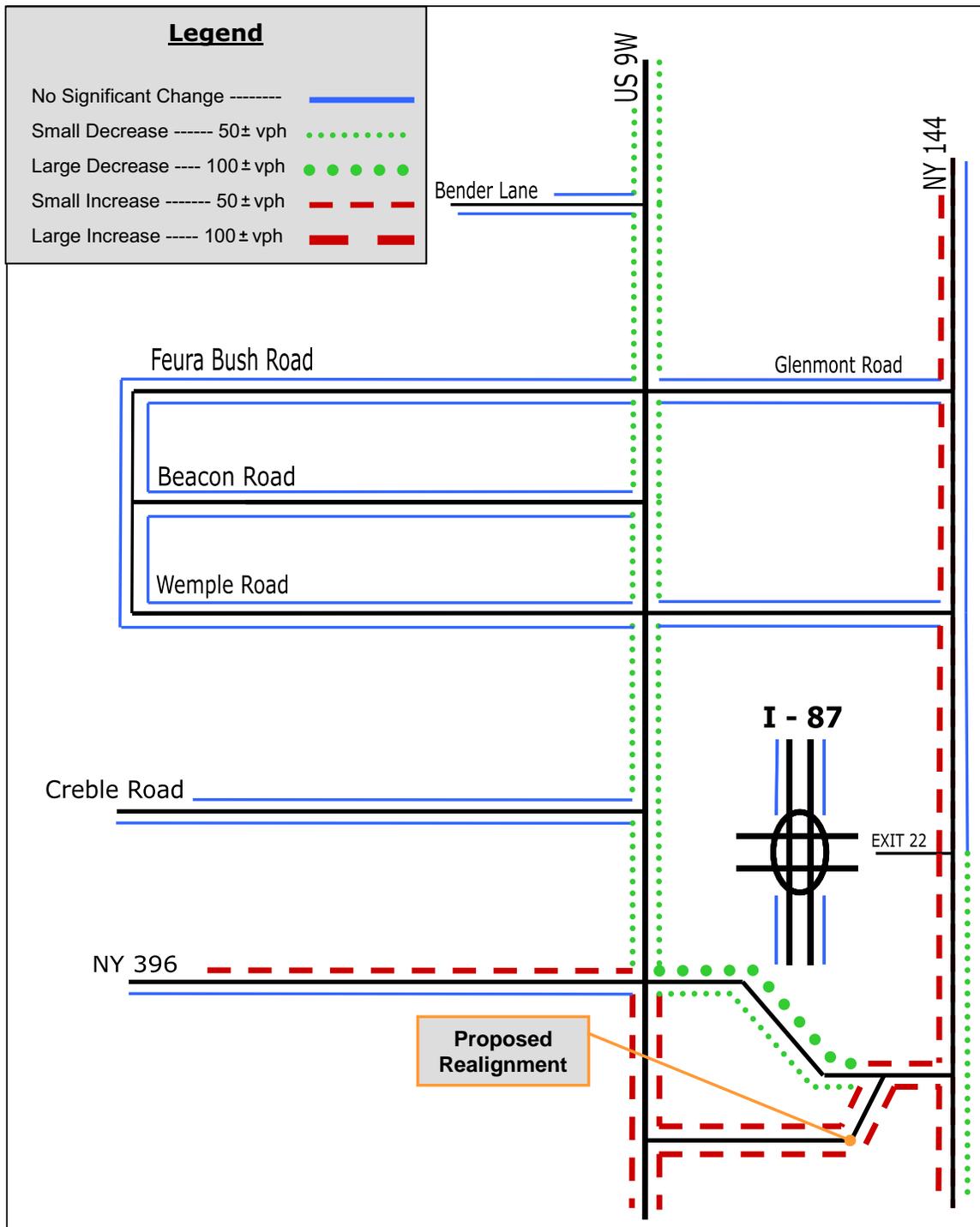
- With a new interchange in the vicinity of Creble Road, the NYS Thruway becomes a more attractive travel route for trips destined to South Bethlehem and points south than US 9W or NY 144
- Because there will be a direct connection to Creble Road from the NYS Thruway and NY 144, traffic is expected to increase on that road; traffic is also likely to increase somewhat on NY 396 west of US 9W.
- Automobile traffic levels will not change much on Maple Avenue. Since, however, truck traffic constitutes a large proportion of traffic on Maple Avenue and because all truck traffic is expected to utilize the bypass instead of Maple Avenue, overall traffic should decrease.
- Locating a new road/interchange at Creble Road would have a marginal traffic impact on other roadways. Changes would be very small, in the order of ± 25 vehicle trips.
- Trucks currently using Maple Avenue are primarily oriented to South Bethlehem and the CSX rail yard. Making this new road the truck route will shift freight traffic to a more direct route. Based on the information available to the study team, vehicle miles traveled will decrease by about 35 percent from current travel conditions. Vehicle hours travelled would decrease by about two-thirds. Decreasing VMT and VHT will lower freight operating costs in the corridor.



Central Alignment Alternatives Considered



Figure 14: Southern Alternative: Maple Avenue (NY 396) Realignment
 PM Peak Traffic Impact of Realigning Maple Avenue South of Existing NY 396
 Under 2006 Traffic and Land Use Characteristics





Southern Alignment

- An alternative that improves the current alignment of Maple Avenue will increase the accessibility of South Bethlehem. Small traffic increases along NY 144 and NY 396 and small decreases along most of US 9W would be expected.
- Under the alternative that constructs a new roadway as shown in the Southern Alignment figure, trucks will be removed from most, but not all, of Maple Avenue. The section of Maple Avenue between the Texas Gas site and NY 144 will continue to be part of the truck route. An alternative that aligns the full route of the new road south of the Hamlet would remove trucks from Maple Avenue entirely.
- Trucks currently using Maple Avenue are primarily oriented to South Bethlehem and the CSX rail yard. Making this new road the truck route will shift freight traffic to a less direct route. Based on the information available to the study team, vehicle miles traveled will increase about 16 percent from current travel conditions, however, vehicle hours traveled would decrease by about 30 percent primarily due to faster speeds along the new roadway. Increasing VMT will increase freight operating costs in the corridor.



Southern Alignment Alternatives Considered



What course of action is the study's Advisory Committee recommending?

The Study Advisory Committee recognizes that resolving the truck traffic/residential land use conflict along Route 396 in Selkirk presents a difficult problem. While many solutions have been suggested over the years and during the course of this study, an objective evaluation of the matter indicates that the only feasible alternative for resolving the issue would involve the construction of a roadway facility to bypass the developed portions of the hamlet. The potential location of such a roadway, however, is complicated by the multiple objectives that have evolved for this facility out of NYS DOT's earlier project development work and the Town's Comprehensive Plan. These objectives include not only the original goal of improving safety and quality-of-life by removing truck traffic from Maple Avenue, but also the goal of promoting economic development opportunities in the US 9W Corridor consistent with the recommendations of the Town's Comprehensive Plan (See Table 9)

After reviewing the previous work completed by CDTC, the Town's Economic Development and Planning Department and NYS DOT, and after considering the public input received from the Selkirk Bypass Alternatives workshop held on March 22, 2007, the US 9W Study Open House held on March 11, 2008 and input received throughout the study process, the Study Advisory Committee supports pursuing the Central Align-

ment as the preferred location for construction of a road. The Central Alignment carries strong potential to both remove truck traffic from Maple Avenue and to facilitate high quality economic development in the corridor. While the central alignment area is not perfect and would entail some compromise with the Guiding Principles of this study, of the alternatives considered, the Study Advisory Committee has concluded that it is the alternative that best balances these principles with the attainment of study objectives. This alignment would entail the extension of Creble Road eastward to link US 9W to the NYS Thruway, with a potential future extension to NY 144 (NYS DOT's northern alignment, which is estimated to cost approximately \$36 million to construct—See Table 10) as the overall alignment vision.

This recommendation is based on the following considerations:

1. **The Central Alignment area improves the livability and quality of life of the Maple Avenue neighborhood by removing tractor trailer through traffic.** Because trucks currently using Maple Avenue are primarily oriented to South Bethlehem, the CSX rail yard and points west, the central alignment area would provide freight traffic a more direct route from these areas to the interstate system, thus shifting truck traffic to the new roadway with its new Thruway Interchange. The study team esti-



mates that the central alignment would remove close to 100% of the truck traffic from Maple Avenue (except for local deliveries and trucks generated by Maple Avenue businesses) if Exit 22 is closed. If Exit 22 remains open, a significant proportion of truck traffic would travel to and from the Thruway via the new roadway, however the diversion from Maple Avenue would likely be closer to 50%.

2. **The Central Alignment provides travel time, distance and cost benefits to truckers.** Based on the information available to the study team, vehicle miles traveled will potentially decrease by about 35 percent from current travel conditions. Vehicle hours traveled by trucks would decrease by about two-thirds. In turn, decreasing VMT or VHT will lower freight operating costs in the corridor and will result in a proportional reduction in air emissions and noise from trucks.
3. **The Central Alignment reduces the traffic burden on US 9W.** With a new interchange in the vicinity of Creble Road, the Thruway would become a more attractive travel route than US 9W or NY 144 for trips destined to southern Bethlehem and points south. Traffic model results indicate that the new road would divert at least 200 vehicle trips from US 9W to other more direct routes. Reducing traffic on US 9W

lessens the need for major capital improvements to that road.

4. **The Central Alignment establishes economic development opportunities in the corridor that are consistent with the Town's Comprehensive Plan and amended zoning Law.** This alignment allows turn-free, direct access for truck traffic from Creble Road to the NYS Thruway. It also provides a new, direct access from the interstate system to hundreds of acres of developable land between US 9W and the NYS Thruway. Although this alternative is slightly south of the limits of existing development pressure and growth, it is reasonable to expect that by the time this alternative is constructed, there will be growth and development pressure immediately nearby. This alignment also has the most potential to attract private sector participation in the required capital improvements. It is expected that major developers will be very interested in the significant improvements in access and marketability of land in this area of Town created by the new Selkirk Bypass road. In addition, with a new NYS Thruway interchange, access to the Selkirk Rail Yards and the Heavy Industrial Zone adjacent to the yards would be greatly enhanced making this area more attractive for new industrial development.

The Study Advisory Committee supports a new roadway that is two lanes wide (one lane in each direction), edged by street trees, appropriate shoulders, bicycle and pedestrian facilities and other supplemental landscape plantings. The roadway will provide appropriate access to adjoining properties, will be consistent with established access management principles. It should be designed with sensitivity to, and buffers of (to the extent possible), existing residential properties and environmental features, and for a community compatible speed in the range of 35-40 miles per hour. The Committee does not envision, nor would it support, a sterile, high-speed, limited access, four-lane or similar facility designed solely for the movement of through motor vehicle traffic. Such a facility is not necessary or justified by projected traffic volumes, nor is it compatible with the existing environment or the Town's long-term vision for the area.

In reaching this conclusion, the Study Advisory Committee recognizes that implementation of any of the roadway construction alternatives would result in some level of impact to environmental resources in the vicinity of the project. Accordingly, the Central Alignment area may result in potential impacts, see Table 7, to residential and historic properties, wetlands, farmlands, open space, noise, visual and other resources, and on perceived quality-of-life for those living in close proximity to the road. The precise nature and magnitude of these impacts and the tradeoff with

potential benefits will need to be further analyzed and quantified as the project moves forward toward design. The Study Advisory Committee believes it is essential that these factors be given due consideration during the preliminary engineering, design and environmental review phases of the project, such that impact mitigation is an intrinsic part and real outcome of the design process.

The Study Advisory Committee support of the Central Alignment is also predicated on the assumed implementation of appropriate land use plans in the vicinity of the roadway that would create compatibility between the new roadway and future development of adjoining lands. The land use plans would encourage high-quality economic development consistent with the objectives for growth in the area as articulated in the Town's Comprehensive Plan, and emphasize high-tech and mixed-economic uses, with good multi-modal access and appropriate connectivity. The Committee would not recommend the Central Alignment if the primary land use vision for the area where something other than high quality mixed-use/high-tech/light industrial development. If done right, this new roadway can provide the impetus for high quality, concentrated development. If done incorrectly, the Study Advisory Committee is concerned this roadway could foster undesirable development.

The Study Advisory Committee further acknowledges that funding presents a



significant constraint, particularly in light of recent inflationary pressures facing the State's transportation capital program. The capital cost of the proposed new road, including design, right-of-way, and inspection, currently totals roughly \$35.8M and could nearly double by year of construction. The Study Advisory Committee understands that because federal and state funding will remain extremely tight for the foreseeable future, and regional needs extensive, public financing through traditional sources will not necessarily be possible. Private financing will likely be necessary to construct the new road. The environmental and funding challenges facing this project will require the design process to carefully consider less costly and lower impact designs including, but not limited to, terminating the new roadway at I-87/New York State Thruway or looking at the possibility of reconstructing Clapper Road for all or part of the alignment. There is little support for the southern or northern alignment. If none of the alternatives centered on the central alignment are proven to be affordable and environmentally feasible, then the Town will have to learn to live without the Selkirk Bypass.

The process for pursuing a New Selkirk Interchange

The process must consider the following and included the following steps:

1. Any proposal for a new or modified interchange on the interstate sys-

tem must comply with Federal Highway Administration (FHWA) policies and procedures, and be subject to the appropriate environmental review process.

2. FHWA requires that an Interchange Feasibility Analysis must be completed and it must demonstrate the following:
 - A) The existing transportation system (i.e. existing interchange and connecting roadway system) is incapable of handling existing and projected traffic;
 - B) All reasonable alternatives have been pursued; and
 - C) The proposal does not adversely impact the interstate.
3. Building a new interchange does not necessarily mean existing Exit 22 will be closed. The Interchange Feasibility Analysis will determine if keeping Exit 22 open is feasible. If it is, both can operate as long as it is at least cost neutral (see #6 below) and would be more desirable if it could generate additional revenues.
4. The US 9W linkage study examined the traffic impact of building a new Selkirk roadway (bypass) connecting US 9W to Route 144. To keep costs down and to minimize impacts, terminating the road at I-87 is a possibility under several scenarios:



Figure 15: Proposed New Selkirk Road Preferred Corridor & Existing Constraints

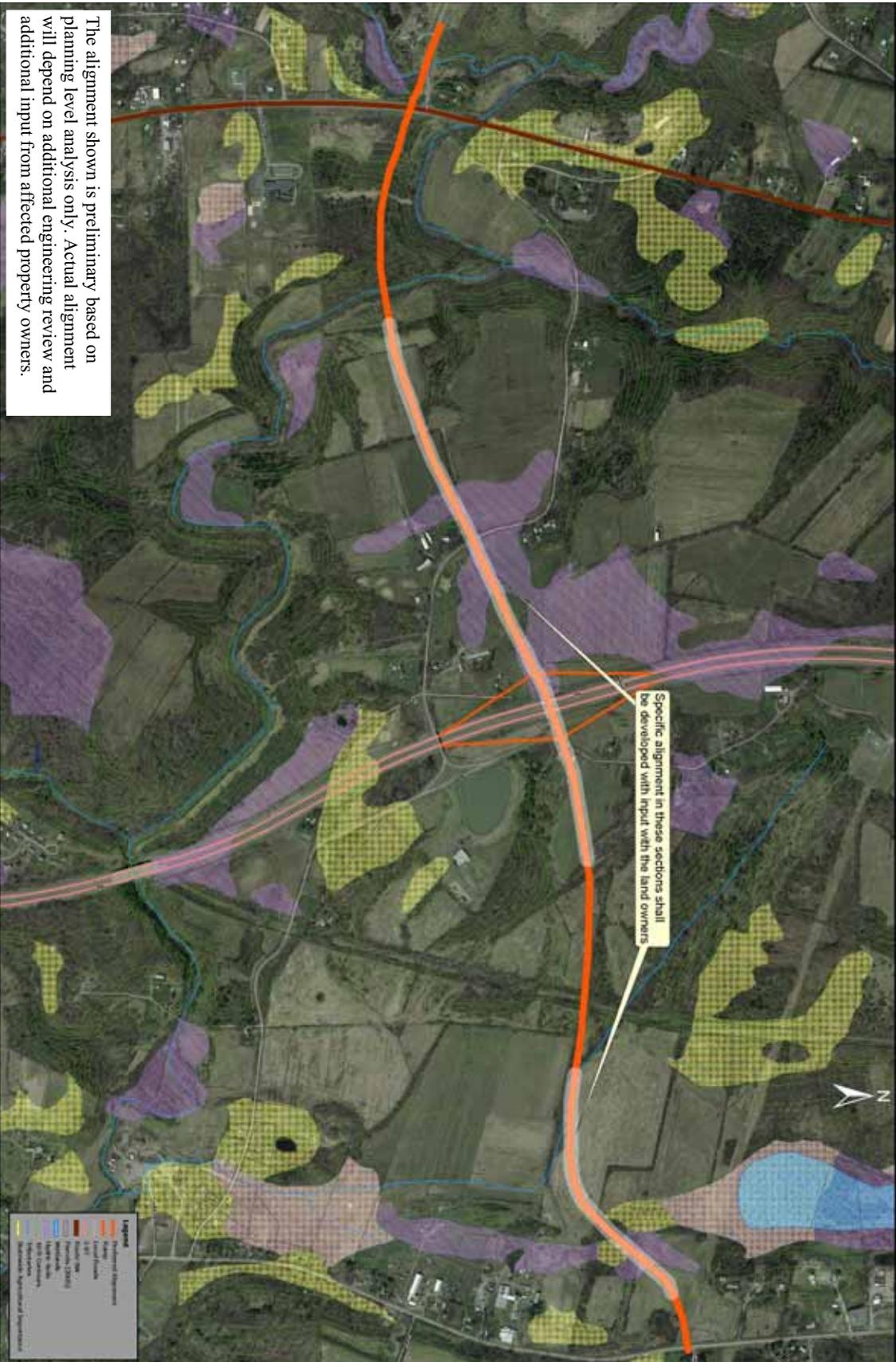




Figure 16: Proposed New Selkirk Road Cross-Section Photo Representation



Table 9: Recommended Selkirk Bypass Alternative Analysis

Statistics	Proposed Bypass Route	
	US 9W to NYS THRUWAY (inc. interchange)	NYS THRUWAY TO NY 144
Length	1.12 Miles	1.21 Miles
# of Properties Crossed	5	6
# of Homes within 500 ft.	10	2
Steep Slope Disturbance	1 Significant Crossing (creek) & 1 Minor Crossing	2 Significant Crossing (NYS Thruway & RR)
Wetland/Hydric Soil Disturbance	3 Crossings: 300 ft, 300 ft, 500 ft	1 Crossing: 250 ft
Number of new bridge(s)/culvert(s)	1 - stream, 1 over NYS Thruway	1 - stream and 1 - RR
Number of local roads crossed	1 Crossing	0
Proximity to other notable uses	None	Connection at NY 144 at Job Corps Driveway
Reduces truck traffic on Maple Ave. (Under most alternatives trucks would not be allowed on Maple Ave., except for local deliveries)	Yes	Yes
Increase in traffic on other roadway segments, including ¹ :		
Bender Lane	No	
Feura Bush Road	No	
Beacon Road	No	
Wemple Road	Yes on segment from 9W to the west, westbound only. No on other segments.	
Creble Road	Yes	
NY 144	Yes from new Interchange at Creble Rd south	
NY 396	Yes on segment from 9W to the west. No on other segments.	
Can a New Interchange be accommodated?	Yes	
Increase or Decrease in traffic on 9W ¹	Large decrease between Delmar Bypass and Creble Road; increase south of Creble Road	Large decrease between Delmar Bypass and Creble Road; increase south of Creble Road
Comparison of length of PM Pk Hr truck trips to/from (as measured by VMT and VHT):		
Creble Rd area, west of Rte 9W	decrease/decrease	
NY 396 west of 9W/Callanan Industries	decrease/decrease	
Distance from Route 9W/Creble Road Intersection ²	0 Miles	n/a
Proximity to commercially or industrially zoned lands?	Substantial MED and Rural	Substantial MED and Rural

Notes:

VMT - vehicle miles traveled is an indication of operating costs
VHT - vehicle hours traveled provides a travel time measure

1 - assumptions based on overall traffic im
2- truck travel patterns indicate most travel via 396 west & Creble Rd. Assuming the the center for industrial activity in the tow area is a measure for truck accessibility.



Table 10: Estimated Cost for Improvements in the Route 9W Corridor

US 9W TRANSPORTATION PLAN ESTIMATED COSTS	
Plan Summary	
Improvements to US 9W & Connecting Roads:	\$27 - 40 M
New Selkirk Roadway	
US 9W to I-87 (including new interchange)	\$24.7 M
I-8 to NY 144	11.1 M
	35.8 M
Assuming Full Implementation	
\$76 M	Total Transportation Improvement Cost
- \$12 M	CDTC TIP
\$64 M	Needed from Private Sector
Development Mitigation Cost by Development Type	
Proportionate Cost Based on Peak Hour Trips:	
Housing	20% \$12.8 M
Commercial	75% \$48.0 M
Industrial	5% \$3.2 M
Calculation of Estimated Average Unit Cost:	
Housing	\$7.6 M/2,300 units = \$5,565/unit
Commercial	\$28.5 M/3,107,000 SF = \$15.45/SF
Industrial	\$1.9 M/452,000 SF = \$7.08/SF
By Comparison, Mitigation Costs in the Airport Area FGEIS of the Town of Colonie:	
Overall Plan	\$ 100M
Residential	\$1,500 - \$4,500/unit
Commercial	\$4 - \$12/SF
Industrial	\$1.50 - \$4/SF

Note: Terminating the bypass at the NYS Thruway or using and upgrading the existing Clapper Road alignment could provide a less costly alternative that would reduce the private and local financial commitment.

- A) Assuming that a new interchange is found to be feasible (FHWA Interchange Feasibility Analysis), and that it could work together with Exit 22, then termination at I-87 is more than likely to be feasible as Route 144-bound traffic would continue to use Exit 22. Traffic destined for US 9W, Selkirk Rail Yards, and the industrial area along Creble Road would then use the new interchange, however;
- B) If Exit 22 needed to be closed, the potential impacts of this closure on traffic patterns/volumes would have to be identified and addressed. In particular, a traffic analysis would have to demonstrate that there would be a "reasonable" new route available for traffic that currently accesses Route 144 via Exit 22.
5. As part of the Interchange Feasibility Analysis, issues such as connectivity and how the new facility interacts with local traffic and the impact at Exit 23 and on US 9W would have to be examined.
6. The NYS Thruway Authority requires that any new or modified interchange be consistent with the provisions of the Authority's bond resolution, including generating sufficient revenue to offset the costs of construction, maintenance and operation of the proposed interchange. These requirements apply regardless of whether Interchange 22 remains operational or is closed.
7. If the Town decides to proceed to the next step of a feasibility analysis and other required work to progress a new interchange, an approach should be established that will bring together all involved and interested regulatory agencies early in the process to ensure a high level of coordination and a more streamlined process.



Section 3: Conclusion, Environmental Justice, Next Steps & Public Outreach Summary

How do the proposed US 9W improvement concepts and the proposed Selkirk Bypass Road stack up against the guiding principles established at the onset of the study?

The Study Advisory Committee, working in cooperation with the study team, adopted planning principles detailed on page 3 of this report. These principles are consistent with those included in the region's long-range transportation plan, New Visions and the Town's Comprehensive Plan.

1. Transportation and circulation systems are important to the Town's (and region's) economy and quality of life.

US 9W has served commuter traffic fairly well for many years but currently doesn't serve existing land use efficiently. With the introduction of additional signals along the northern part of the corridor to serve new development as well as an inadequate system of collector roads, the corridor is experiencing further degradation in roadway and intersection levels of service.

The proposed US 9W improvement plan recommends limiting additional signals and converting some signalized intersections to roundabouts; integrating service roads and inter-

parcel connections for better access/circulation to adjoining land uses and improving accessibility for public transit.

Construction of the proposed new Selkirk roadway will improve the quality of life for residents who live along Maple Avenue by removing truck traffic from the hamlet.

Providing a more direct access route for trucks and other traffic traveling to/from the rail yards and industrialized area of Town off of Creble Road is expected to provide an economic benefit to the Town.

2. Transportation plans and designs should not focus solely on the automobile.

Good transportation is about access not mobility. A well-designed community enables convenient access for residents to their activities. The US 9W plan includes recommendations for new and enhanced facilities to improve bicycle and pedestrian travel along the corridor and connecting surrounding neighborhoods to it. Improving pedestrian and bicycle access makes transit a more viable travel option.

The US 9W improvement plan calls for creating a continuous travel corridor for pedestrians and cyclists, serving the same destinations as automobiles. New and enhanced bicycle/pedestrian facilities are a centerpiece of the plan.

CDTC's Congestion Management process states management of demand is preferable to accommodation of single-occupant vehicle demand growth. All things being equal, actions that shift demand from single occupant vehicles to other modes, shift travel to uncongested periods of the day or reduce the need for travel are preferred over actions that accommodate the desire to travel without constraints. The US 9W Plan calls for additional roadway capacity only in the northern part of the corridor.

The plan calls for orienting land uses to the street to increase and focus pedestrian activity to support ease of access and use of public transit. Supporting an active pedestrian environment is vital to the function and identity of a regional street within a commercial area.

The US 9W improvement plan acknowledges that regional streets like US 9W are the best locations for additional public transit investment. Streetscape improvements called for in the plan provide direct and easy access to transit stops, attractive and comfortable places to wait for transit and customer information, and customer information. These are all important elements in creating an attractive alternative to driving alone.

The new Selkirk Bypass road is proposed to include bicycle pedestrian

facilities parallel to the final route chosen connecting population centers of Glenmont with the Henry Hudson Park and riverfront.

3. Transportation planning is not only about moving people and goods, but also about creating attractive and livable communities.

According to the AARP, the definition of a livable community for everyone regardless of age is one having "affordable and appropriate housing, supportive community features and services, and adequate mobility options, which together facilitate personal independence and the engagement of residents in civic and social life." The proposed US 9W corridor improvement plan includes recommendations designed to create a more appealing corridor that can be reasonably accessed by a diversity of town residents and visitors because they include recommendations for adoption of site design standards that support transit use, walking and bicycling, improved corridor aesthetics and traffic calming through installation of wide landscape strips, landscape strips, raised medians, roundabouts and planting of mature, adequately sized trees.

Landscaping called for under the plan adds diversity to the corridor's environment and will add value over time. Trees have been found to increase property values by 20 percent or more, help decrease air pol-



lution, save energy, decrease soil erosion, and improve the overall health of business districts. Properly placed and spaced street trees will also help provide more appropriate travel speeds and create a safer and more attractive walking environment.

Maple Avenue will be made more attractive and livability along it improved by reducing truck traffic.

The Study Advisory Committee supports a new roadway that is two lanes wide (one lane in each direction), edged by street trees, appropriate shoulders, bicycle and pedestrian facilities and other supplemental landscape plantings. The Selkirk Bypass roadway will be designed with sensitivity to, and buffers of, existing residential properties and environmental features, and for a community compatible speed in the range of 35-40 miles per hour.

4. Funding is a significant constraint.

The US 9W improvement plan recommendations as well as the Selkirk Bypass Roadway alternative rely on a significant partnership between the public and private sector if they are to be implemented. Significant future federal and/or state participation in funding recommended improvements is unlikely due to current budget issues that will likely remain for some time to come.

Development of a public/private funding mechanism will require completion of a Generic Environmental Impact Statement or GEIS.

Both the US 9W improvement plan recommendations and the Selkirk Bypass Roadway alternative include elements that make them more affordable than other alternatives. For example, inclusion of inter-parcel connections, service roads, roundabouts, and other actions will serve to preserve roadway capacity and minimize congestion, thereby potentially reducing the need for additional expenditures in the future; the recommendations do not include significant addition of costly capacity improvements.

5. Land use planning and day-to-day development decisions have a big role to play in building quality communities and workable transportation systems.

By focusing on inter-connectivity, limited capacity expansion and creation of a walkable/bikable transit friendly aesthetically pleasing corridor, the proposed US 9W improvement plan provides a framework for strengthening this quality community. The Plan includes recommendations for adoption of site design standards to not only improve the bicycle/pedestrian and transit environment along the corridor, but in specific locations to foster higher density mixed use devel-

opment in the Comprehensive Plan identified hamlet centers. The US 9W improvement recommendations also state that the Town's zoning code should be amended in the specified hamlet areas to provide the needed support for hamlets to be created and to thrive.

The plan calls for re-examination of zoning in the vicinity of the potential bypass roadway to support the Town's land use/economic development goals in this area.

The Study Advisory Committee support of the Central Alignment is also predicated on the assumed implementation of appropriate land use plans in the vicinity of the roadway that would create compatibility between the new roadway and future development of adjoining lands. The land use plans would encourage high-quality economic development consistent with the objectives for growth in the area as articulated in the Town's Comprehensive Plan, and emphasize high-tech and mixed-economic uses, with good multi-modal access and appropriate connectivity. The new road and Thruway interchange will greatly enhance access to the Selkirk Rail Yards and industrial zoned land between US 9W and Route 32, making the corridor more attractive for new industrial investment.

If designed properly, this new roadway can provide the impetus for high quality, concentrated development with good multi-modal access and appropriate connectivity. If designed incorrectly, this roadway could foster undesirable strip development.

6. Environmental protection is Important.

Again, because the proposed US 9W improvement plan limits expansion of the roadway to the northern segment and includes recommendations for corridor-wide facilities for non-auto modes, the overall environmental impact will be limited to strip takings and encroachment on the watercourse near Town Squire.

As far as the Selkirk Bypass is concerned, it is apparent that implementation of any of the alternatives would result in some level of impact to environmental resources in the vicinity of the project, including impacts on residential and historic properties, wetlands, farmlands, open space, noise, visual and other resources, and on perceived quality-of-life for those living in close proximity to the road. The precise nature and magnitude of these impacts and the tradeoff with potential benefits will need to be further analyzed and quantified as the project moves forward through design. It is essential that these factors be given due consideration during the



preliminary engineering, design and environmental review phases of the project such that impact mitigation is an intrinsic part and real outcome of the design process.

What are the Environmental Justice Findings?

Increased attention has been given to the National Environmental Policy Act (NEPA) related to its ability to balance overall mobility benefits of transportation projects against protecting quality of life of low-income and minority residents of a community. President Clinton issued Executive Order 12898 to bring attention to environmental and human health impacts of low-income and minority communities—referred to as environmental justice—when federal funding is involved. The goal of environmental justice review is to ensure that any adverse human health or environmental effects of a government action, such as a federally-supported roadway or transit project, does not disproportionately affect minority or low-income residents of a community or neighborhood. Environmental justice is a public policy objective that can help improve the quality of life for those whose interests have traditionally been overlooked.

The CDTC staff has completed a review of civil rights/environmental justice impacts of transportation actions proposed under this study. Based on a review of the latest socio-economic data available, the CDTC staff identified a

single target environmental justice population group located in the northern portion of the study areas west of US 9W. Even so, all of the transportation recommendations for the study would provide fair access and do not result in negative impacts to any minority or low-income residents. However, additional information gathered through the public review process could suggest a different outcome. In addition, examination of regional quality impacts would be necessary if any transportation action is considered for inclusion in CDTC's *Transportation Improvement Program (TIP)*.

Equitable access to, consideration within, and effects of the design and implementation of federally assisted projects is also a key aspect of environmental justice. However, design and construction is the responsibility of implementing agencies in the region. For projects identified in this study, implementing agencies would either be the New York State Department of Transportation, Capital District Transportation Authority, Albany County, or the Town of Bethlehem.

What are the conclusions of this study?

The main conclusions of this study can be summarized into the following:

- The proposed US 9W improvements will: provide a visually vibrant and attractive corridor; enhance the future land use pattern by promoting compact hamlet centers; and enhance safety for both the motorized and non-motorized modes of transportation.
- The new Selkirk Bypass road is vital to improving the quality-of-life for residents in the Selkirk area. While not without issues, the preferred central alignment most closely meets the Guiding Principles used to evaluate the alignment alternatives.
- The US 9W improvements recommended in this study have been designed with full consideration of the Selkirk Bypass analysis. The US 9W recommendations presume construction of a new bypass road. However, if for some reason a bypass is not built, the proposed US 9W improvements will still be necessary and should be pursued.
- Rezoning of the proposed new Selkirk Bypass road area to MED from RA is highly dependant on the commitment from the Town of Bethlehem to construct the road.
- This is a planning-level study only and provides guidance as to how to

develop improvements. It is not the final determination of exactly how a particular improvement will be constructed. Future surveying, design/engineering and appropriate environmental review are required before any of the physical improvements recommended herein can be constructed.

- The next step(s) will require the Town to closely consider the recommendations in the context of the needs and options available to enhance and improve the quality-of-life for residents and visitors in the Town of Bethlehem, and make a commitment or policy decisions on how to move forward.
- Timing for the construction of the New Selkirk Bypass Road, and to a lesser degree the US 9W improvements, is vital. If the recommendations contained in this document are to be advanced, they should be carried forward as quickly as possible and all stakeholders should be contacted to initiate the next steps.



What are the Questions that Should be Answered Immediately?

- What are the “deal-breakers” for this project?
- How quickly can a project justification document be developed to provide to FHWA and the NYS Thruway Authority?
- When can an interchange feasibility study for a potential new interchange with the NYS Thruway be undertaken?
- How will the Town of Bethlehem work to amend the zoning ordinance and how quickly can this amendment process be completed?
- When can the Town begin work to develop a private-sector cost sharing program for construction of the New Selkirk Road (Bypass)? Are the GEIS and Finance Task Force required or needed first?

An implementation plan recommending the sequencing to answer the above questions and provide guidance for moving forward is provided below. Detail on the anticipated timeline for each proposed US9W corridor action can be found in Tables 3-7).

Based on past experience and discussions with various officials, it is recommended that the Town discuss in detail

the obstacles, challenges, costs and issues associated with many of the proposed recommendations, especially the proposed Selkirk Bypass road. Town commitment to the various projects is the first major item to tackle but will be quickly followed by discussions and meetings with the potential stakeholders, including NYSDOT, NYSTA, CDTC, FHWA, Albany County, and other local, regional and state officials.

RECOMMENDED IMPLEMENTATION PLAN

What are the steps to funding a new Selkirk Bypass road and the other transportation improvements indentified in this study?

Phase 1 (1-3 Years)

1. **Determine the type of roadway needed: Bypass or Reconstruction.** The Study Advisory Committee supports pursuing construction/reconstruction of an alignment in the vicinity of Clapper Road (the Central Alignment) as the preferred location of a roadway connecting US 9W to the NYS Thruway and potentially to NY 144. A specific alignment option should be selected for consideration of undertaking a GEIS. Both a new alignment and a reconstruction of Clapper Road will require an Environmental Impact Statement, especially if a connection to an interchange is wanted.
2. **Conduct a US 9W area Generic Environmental Impact Statement related to the roadway catchment area.** The US 9W GEIS would be based on the Town's Comprehensive Plan and projections utilized in this US 9W linkage study. The GEIS is the next level-of-detail necessary for the US 9W linkage study implementation for transportation infrastructure in the US 9W study area.

3. **Resolve the issue of Potentially Prohibiting Trucks on Route 396.** As part of the overall plan for the US 9W corridor, and specifically the Selkirk Bypass road, placing a ban on trucks on Route 396, in conjunction with constructing the Selkirk Bypass road, has been discussed as a method of improving the quality-of-life for Maple Avenue residents.
4. **Rezone the US 9W corridor to be consistent with the recommendations contained within this report.** Rezoning to create an integrated land use and transportation future for the US 9W corridor is proposed within the MED area between US 9W and the NYS Thruway, and at "crossroads" intersection areas along US 9W, among other areas to enhance quality-of-life and assist in ensuring that development and transportation infrastructure are complementary to each other.
5. **Undertake Preliminary Engineering/Right-of-Way/Design Efforts.** With a decision to construct a new road or reconstruct Clapper finalized, preliminary surveying, engineering and design-related efforts should be undertaken to ensure that the determined course of action is feasible and can be completed. If reconstructing Clapper Road is the chosen option, an Environmental Impact Statement (EIS) will be required.



6. **Conduct a Thruway Interchange Feasibility Study.** In conjunction with preliminary engineering/design, an interchange feasibility study should be undertaken to ensure that a connection to the NYS Thruway is viable. The determination from this feasibility study will affect the design of, and need to be incorporated into, the final construction/reconstruction alignment.
7. **Establish a US 9W area Transportation Financing Task Force.** This task force would explore ideas leading to a workable consensus regarding financing of transportation improvements identified in this Study and analyzed in the subsequent GEIS described above. Using the Town of Colonie method of GEIS mitigation costs as the initial model (See *Albany County Airport Area GEIS Implementation of the Mitigation Cost Program, CDTC Review Procedure Report* dated May 5, 2007), the Transportation Financing Task Force would explore and examine similar and other innovative funding mechanisms. Its membership would be drawn from the business community, community residents and the appropriate state, town, county, and CDTC staff and elected officials. Adopt a mitigation cost sharing ordinance.

Phase II (3-5 Years)

8. **Based on the US 9W area Transportation Financing Task Force recommendations, the Town and its partners, including Albany County, NYSDOT and others, should develop a financial plan.** This plan should detail a fair and equitable funding arrangement, and prioritized menu of planned transportation improvements using CDTC's *Procedure's for Public/Private Highway Financing in the Capital District* as a guide.
9. **Implement Recommendations of the Transportation Financing Task Force Related to GEIS Mitigation Costs.** Adopt any recommendations necessary to undertake the mitigation cost sharing option.

Phase III (5-7 Years)

10. **Acquire any necessary Right-of-Way.** Acquire ROW for road widening, new road, sidewalk or bicycle path construction.
11. **Build the Selkirk bypass road or reconstruct Clapper Road.** Finalize engineering/design, coordinate construction timelines, ensure necessary right-of-way is acquired, construct the bypass.

What Major Public Outreach Efforts Were Undertaken for this Study?

Throughout this study, the SAC met periodically, with members of the public in attendance, to discuss the progress of the planning effort and make recommendations on a course of action to complete the study. Meetings were held over the course of the study at the Bethlehem Town Office Building.

To solicit public input and reach out to the community for this project, three significant public workshops were held. The first occurred at the Glenmont Elementary School in December of 2006. This workshop consisted of visioning exercises that focused on identifying and prioritizing issues, concerns and opportunities in the corridor related to land use, transportation and the visual environment.

The second workshop took place at the A.W. Becker Elementary School on US 9W in March of 2007 with the purpose of discussing and soliciting public input on the three potential new Selkirk Bypass road alignment options - namely the northern, central and southern alignments. This meeting was attended by approximately 100 residents, roughly 50% of which lived in the Selkirk area (based on the surveys returned to the study team).

The third significant public outreach effort was held in March of 2008 to detail the US 9W proposed improvements and the preferred alignment for

the New Selkirk Road (Bypass). This meeting was attended by over 100 residents and consisted of a workshop to discuss the US 9W proposed improvements and New Selkirk Road (Bypass) recommendations at a micro-level. A presentation/overview of the US 9W corridor project was provided to all attendees after an initial open-house style outreach session.

What was the Main Focus of Comments from the Public Outreach Sessions?

Public comments related to the study overall and to the information presented specifically at the last two public workshops, including workbooks created for use at the March 2007 and March 2008 sessions, have been collected and tallied by Town of Bethlehem staff and are contained in Appendix H.

<p>SELKIRK BYPASS PUBLIC OUTREACH SESSION & WORKSHOP March 22, 2007, 6:30 pm Becker School, Rte 9W, Town of Bethlehem, New York</p> <p><u>WORKBOOK</u></p>																																													
<p><u>What's Inside?</u> Workbook Purpose/Introduction Tonight's Agenda Map of Alternative Alignment Alternatives Analysis Table DRAFT Guiding Principles Potential Economic Development Each Selkirk Bypass Alternative Primer on Traffic Modeling Map of CDTC's Step Model Network Modeled Traffic Changes North Modeled Traffic Changes Central Modeled Traffic Changes South Example Ratings Sheet with Instructions</p>	<p>9W CORRIDOR STUDY PUBLIC INFORMATIONAL MEETING March 11, 2008, 6:00 pm Bethlehem Town Hall, Town of Bethlehem, New York</p> <p><u>WORKBOOK</u></p> <table border="1"> <thead> <tr> <th><u>What's Inside?</u></th> <th><u>Page Number</u></th> </tr> </thead> <tbody> <tr> <td>What is the purpose of this workbook?</td> <td>1</td> </tr> <tr> <td>Public information meeting agenda</td> <td>2</td> </tr> <tr> <td>Vision Statement</td> <td>3 - 4</td> </tr> <tr> <td>US 9W Corridor Transportation Planning Assessment</td> <td>5</td> </tr> <tr> <td>Background and Purpose</td> <td>5</td> </tr> <tr> <td>Existing Land Use</td> <td>7</td> </tr> <tr> <td>Development Potential</td> <td>9</td> </tr> <tr> <td>Current traffic Conditions</td> <td>10</td> </tr> <tr> <td>Key Findings</td> <td>11</td> </tr> <tr> <td>Traffic Growth</td> <td>13</td> </tr> <tr> <td>Traffic Impact</td> <td>15</td> </tr> <tr> <td>Key Findings</td> <td>16</td> </tr> <tr> <td>Draft Proposed Transportation Improvements</td> <td>18</td> </tr> <tr> <td>Selkirk Bypass</td> <td>20</td> </tr> <tr> <td>Potential Costs</td> <td>22</td> </tr> <tr> <td>Potential Financing/Revenues</td> <td>23</td> </tr> <tr> <td>Next Steps</td> <td>25</td> </tr> <tr> <td>Priorities Worksheet</td> <td>Under Separate Cover</td> </tr> </tbody> </table> <p><u>Maps and Figures</u></p> <table border="1"> <tbody> <tr> <td>Map 1: Route 9W Corridor Study Area</td> <td>8</td> </tr> <tr> <td>Map 2: Route 9W Corridor 2026 Vehicle Trip Generation</td> <td>14</td> </tr> <tr> <td>Figure 1: Existing (2005) and Forecast (2026) Traffic Flow</td> <td>17</td> </tr> </tbody> </table>	<u>What's Inside?</u>	<u>Page Number</u>	What is the purpose of this workbook?	1	Public information meeting agenda	2	Vision Statement	3 - 4	US 9W Corridor Transportation Planning Assessment	5	Background and Purpose	5	Existing Land Use	7	Development Potential	9	Current traffic Conditions	10	Key Findings	11	Traffic Growth	13	Traffic Impact	15	Key Findings	16	Draft Proposed Transportation Improvements	18	Selkirk Bypass	20	Potential Costs	22	Potential Financing/Revenues	23	Next Steps	25	Priorities Worksheet	Under Separate Cover	Map 1: Route 9W Corridor Study Area	8	Map 2: Route 9W Corridor 2026 Vehicle Trip Generation	14	Figure 1: Existing (2005) and Forecast (2026) Traffic Flow	17
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US 9W Proposed Improvements: Most meeting participants expressed that they like the recommended US 9W improvements, however, some participants expressed reservations about installation of roundabouts throughout the corridor.

Selkirk Bypass Roadway: Interestingly, the two workshops held in March 2007 and March 2008 yielded opposing perspectives on the desired location for a Selkirk Bypass Roadway or for the need for such a roadway.

The March 2007 workshop was focused solely on the Bypass Alternatives and was held at the Becker Elementary School in the southern part of the study area. The majority of participants at that workshop who voiced an opinion preferred the Central Alignment alternative.

The March 2008 workshop was held at the Bethlehem Town Hall and addressed both overall US 9W improvement recommendations as well as the Selkirk Bypass. The Central alignment was stated as the preferred alternative in the Workbook and presentation. Participants at this workshop who voiced an opinion generally expressed opposition to the Central Alignment alternative, with some questioning the need for a Bypass at all. There were also strong concerns over the potential environmental and financial costs of the proposed bypass road.



March 2007 Outreach Session and Workshop

Table 11: US 9W Corridor Linkage Study:
List of Study Advisory Committee (SAC) & Public Meetings

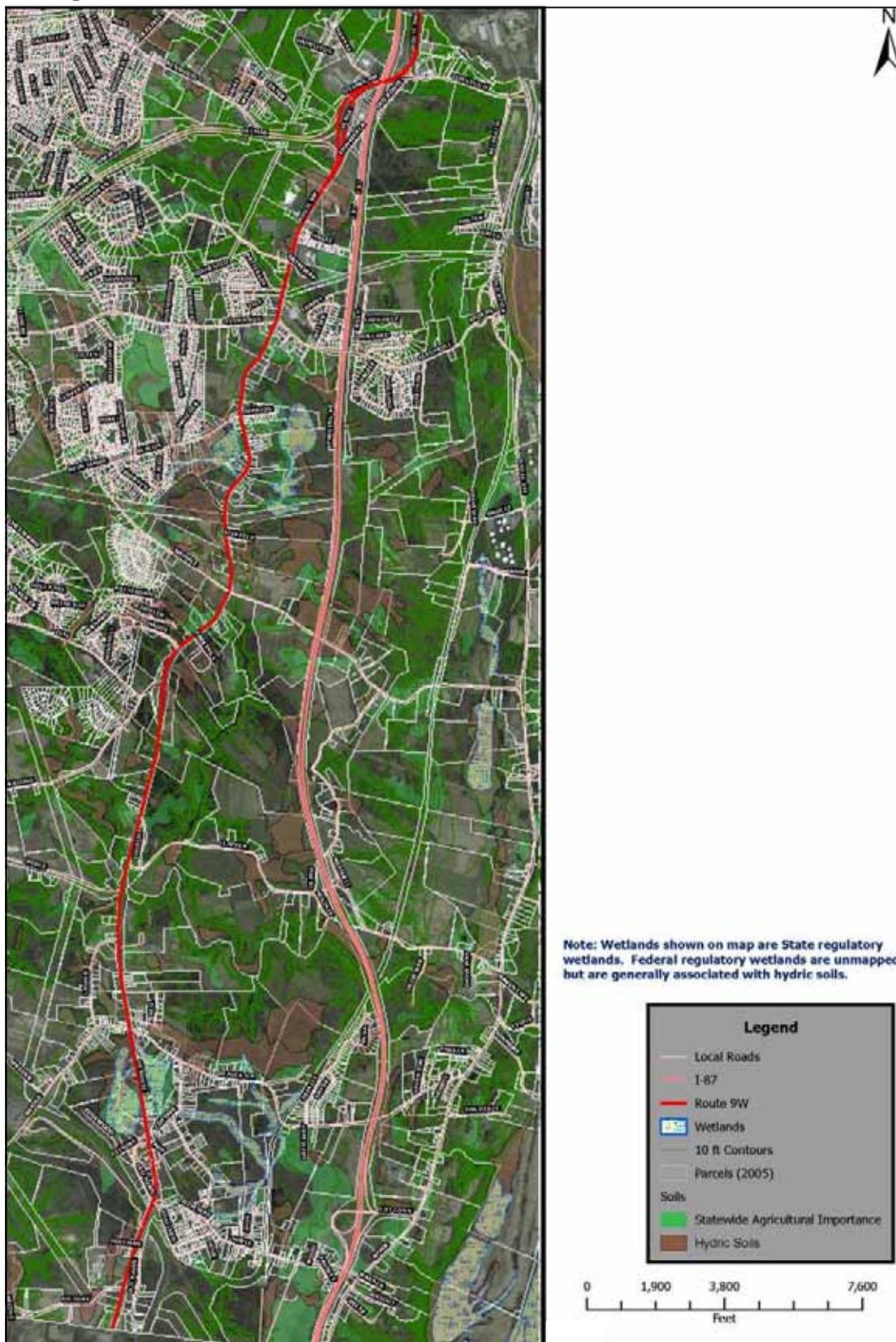
Date	Topic	Location	Group (i.e. SAC or Public)
4/24/2006	Kick-off Meeting	Town Hall	SAC - advertised & open to the public
6/28/2006	Existing Rt 9W Profile	Town Hall	SAC - advertised & open to the public
10/26/2006	Revised 9W Profile/ Roundabout Preservation - DOT	Town Hall	SAC - advertised & open to the public
11/20/2006	Selkirk Bypass Overview - History/Rt 9W Visioning/Planning for Public Workshop #1	Town Hall	SAC - advertised & open to the public
12/11/2006	Public Workshop #1	Glenmont School Rt 9W	Public/Bethlehem Residents/Officials/SAC
3/8/2007 originally scheduled for 2/14/07 - postponed due to snow	Committee review of Rt 9W issues & visioning from Public Workshop #1/Planning for Selkirk Bypass Public Workshop	Town Hall	SAC - advertised & open to the public
3/22/2007	Selkirk Bypass Public workshop	Becker School Rt 9W	Public/Selkirk residents/Rt 9W Corridor Residents
6/22/2007	Debrief on results from Selkirk Bypass/Public workshop	Town Hall	SAC - advertised & open to the public
7/19/2007	Corridor LU & Traffic Forecasts & General discussion of Rt 9W Corridor Options	Town Hall	SAC - advertised & open to the public
8/21/2007	Alt. Futures for the Rt 9W Corridor/Corridor improvement Alternatives	Town Hall	SAC - advertised & open to the public
1/10/2008	Draft Rt 9W Improvement Options & Preliminary Recommendations/Public Workshop planning	Town Hall	SAC - advertised & open to the public
3/11/2008	Public Workshop 2: Proposed 9W Improvements & Selkirk Bypass Alternatives	Town Hall	Public/Rt 9W Corridor Residents/NY 144 Area Residents
5/22/2008	Discussion of Public Workshop: follow up and feedback on comments & results/Concerns & Thoughts on Next Steps	Town Hall	SAC - advertised & open to the public
12/9/2008	Review & Discussion of Draft Final 9W Corridor Study Report/Final Steps	Town Hall	SAC - advertised & open to the public
1/8/2008	Review & Discussion of Final 9W Corridor Study Report	Town Hall	SAC - advertised & open to the public

Appendix A: Existing Conditions Maps

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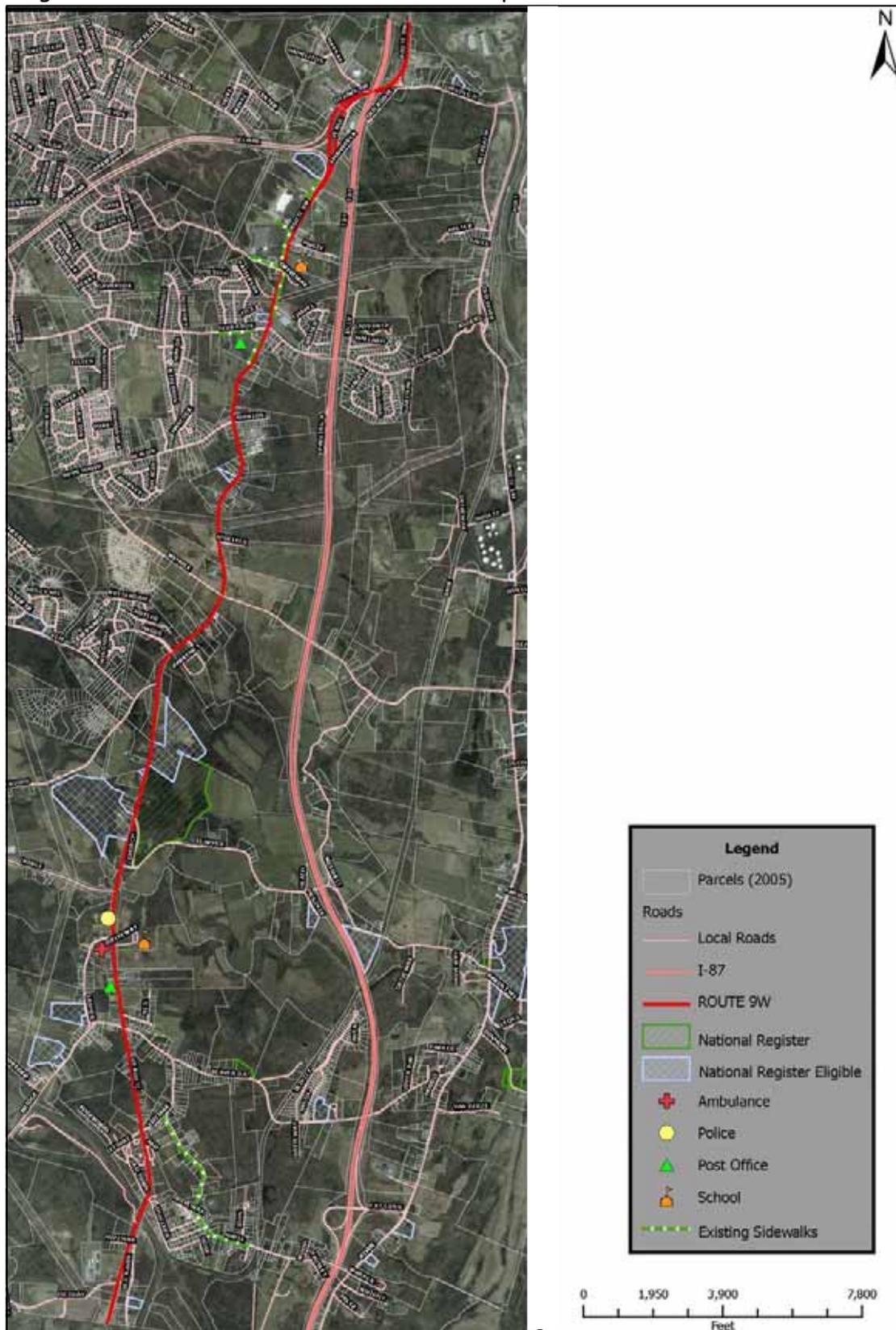
Existing Conditions - Environmental Resources



Map 1



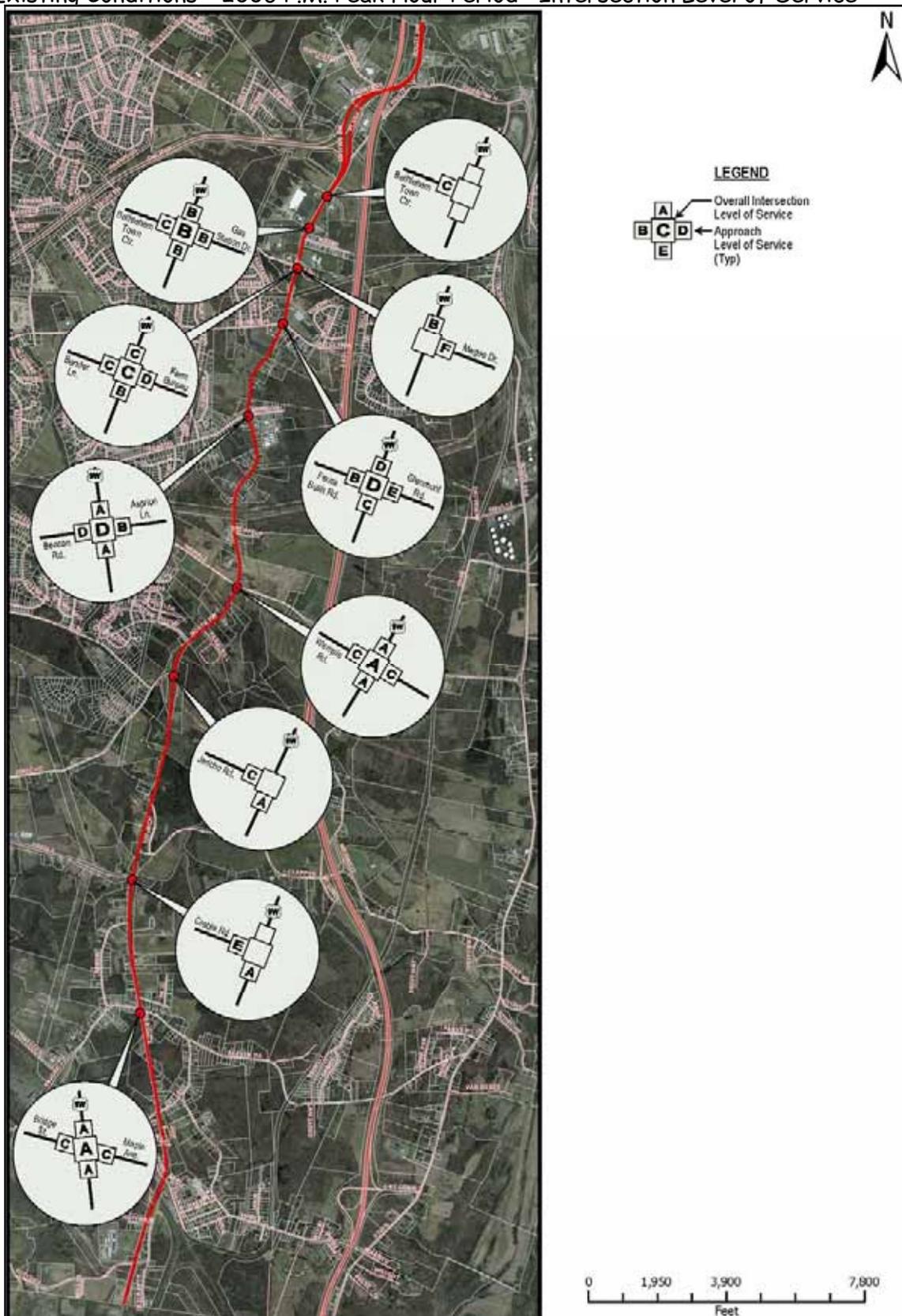
Existing Conditions - Cultural Resources & Municipal Services



Map 2



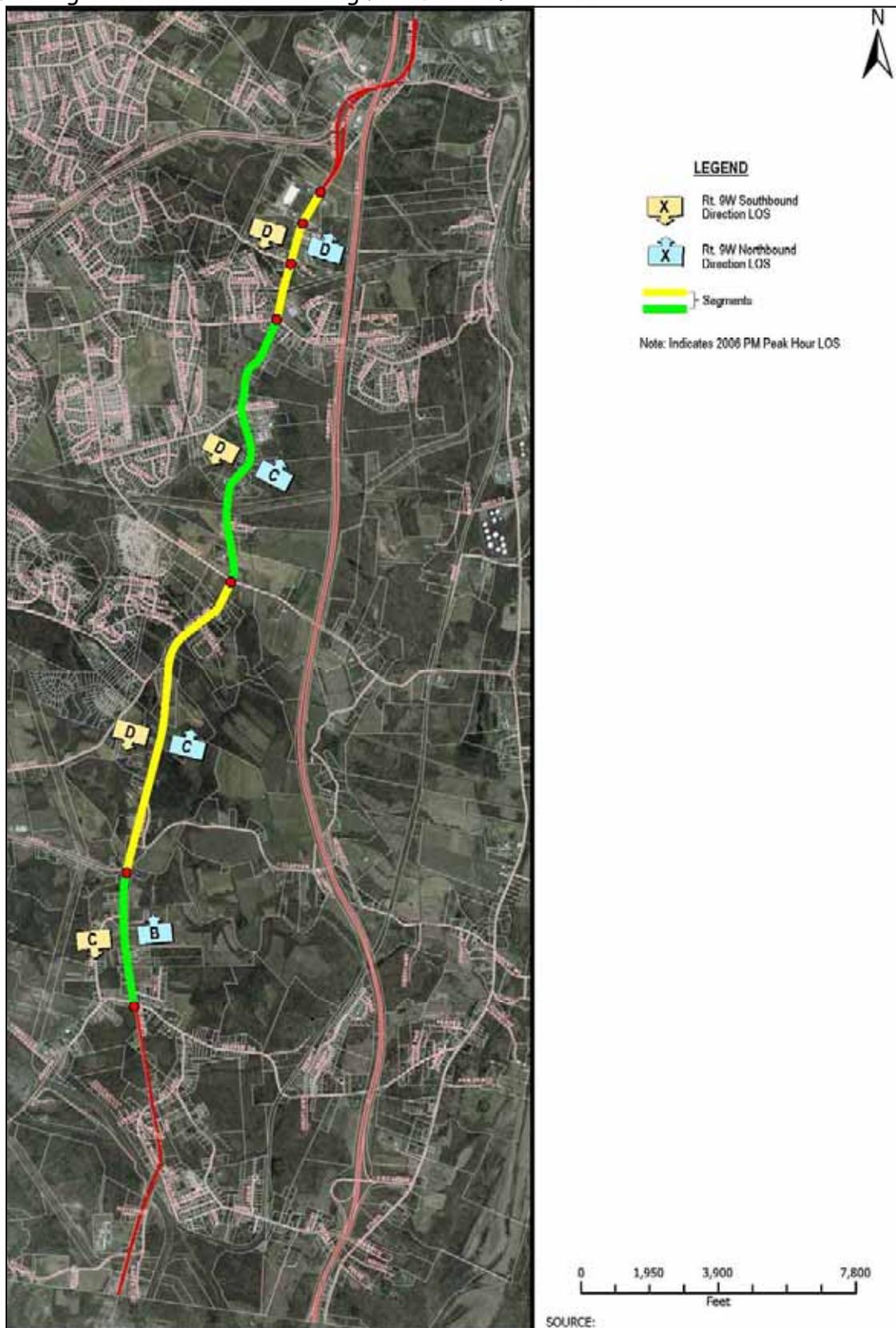
Existing Conditions - 2006 P.M. Peak Hour Period—Intersection Level of Service



Map 3

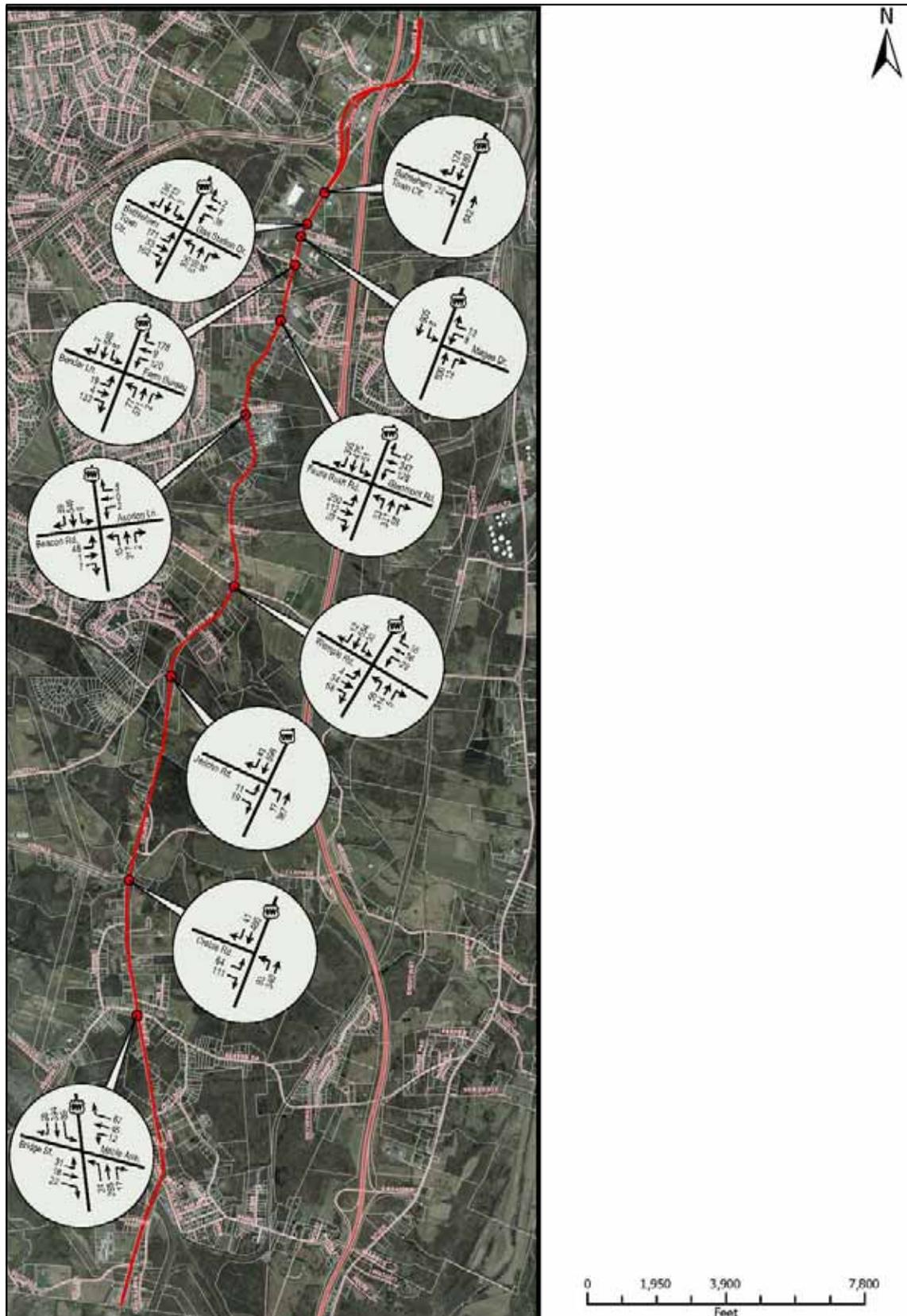


Existing Conditions - Mainline Segment Level of Service





Existing Conditions - 2006 P.M. Peak Hour Period Traffic Volumes



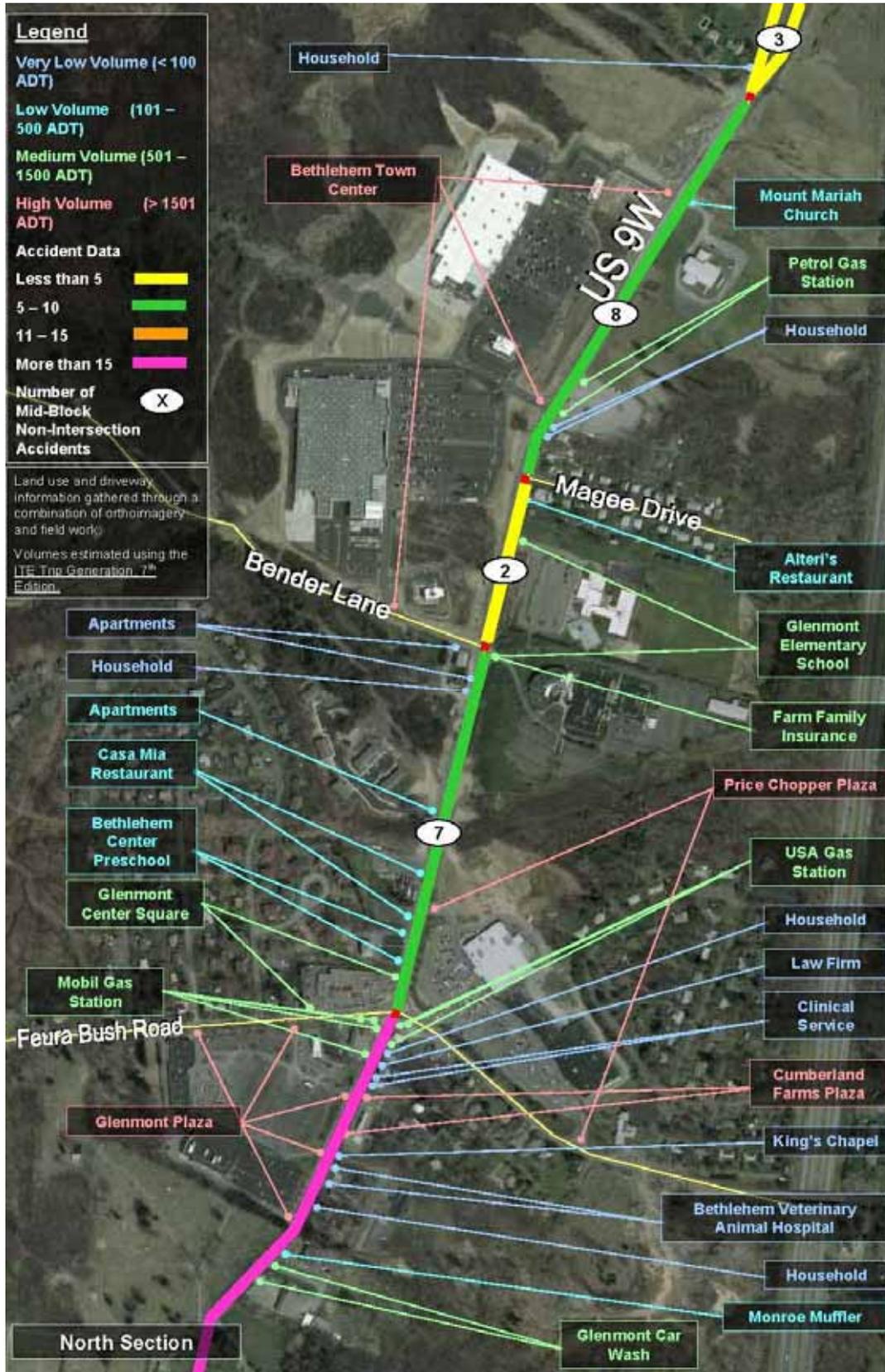
Map 5

Appendix B: Accident & Volume Maps

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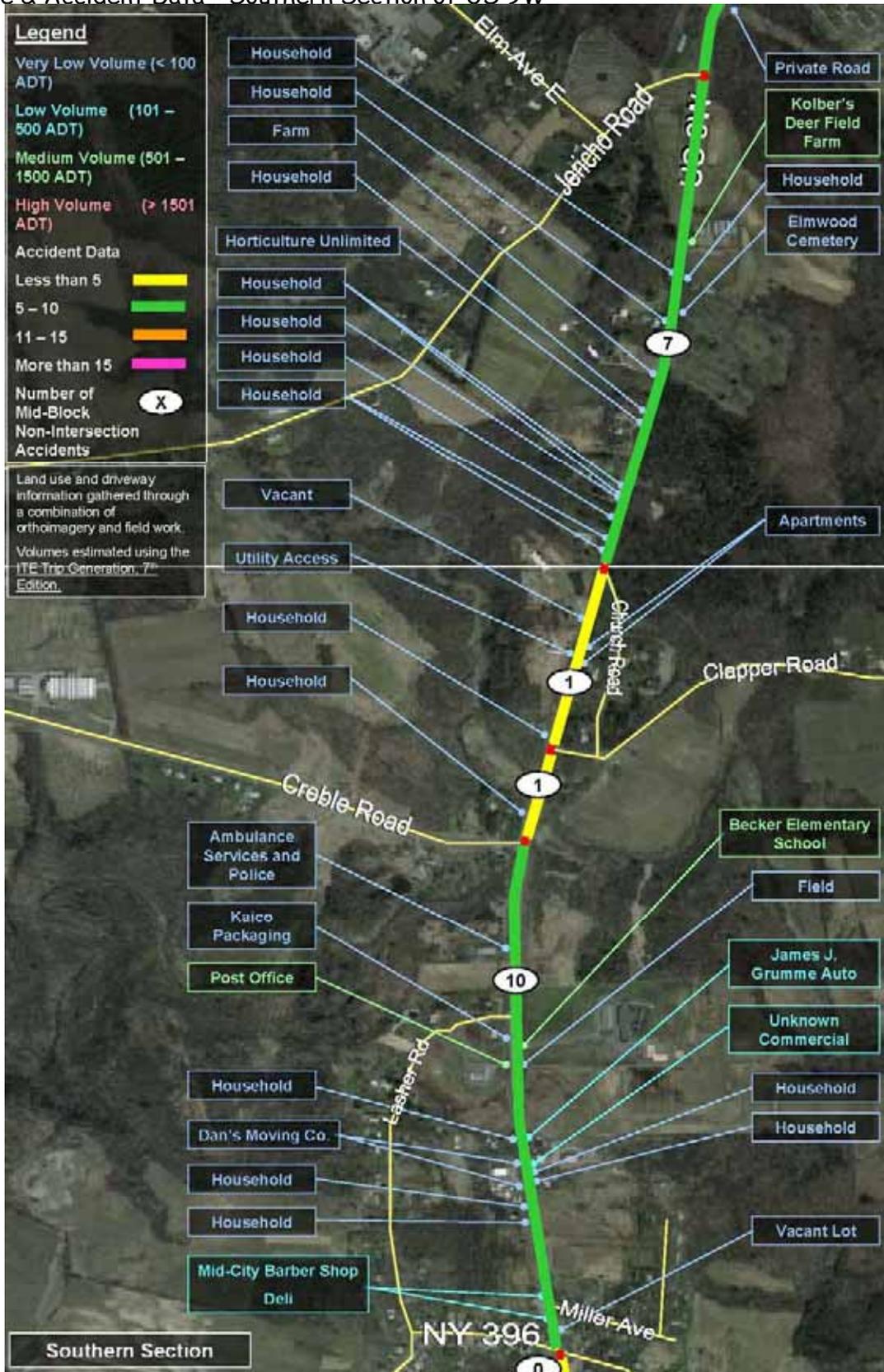


Volume & Accident Data - North Section of US 9W



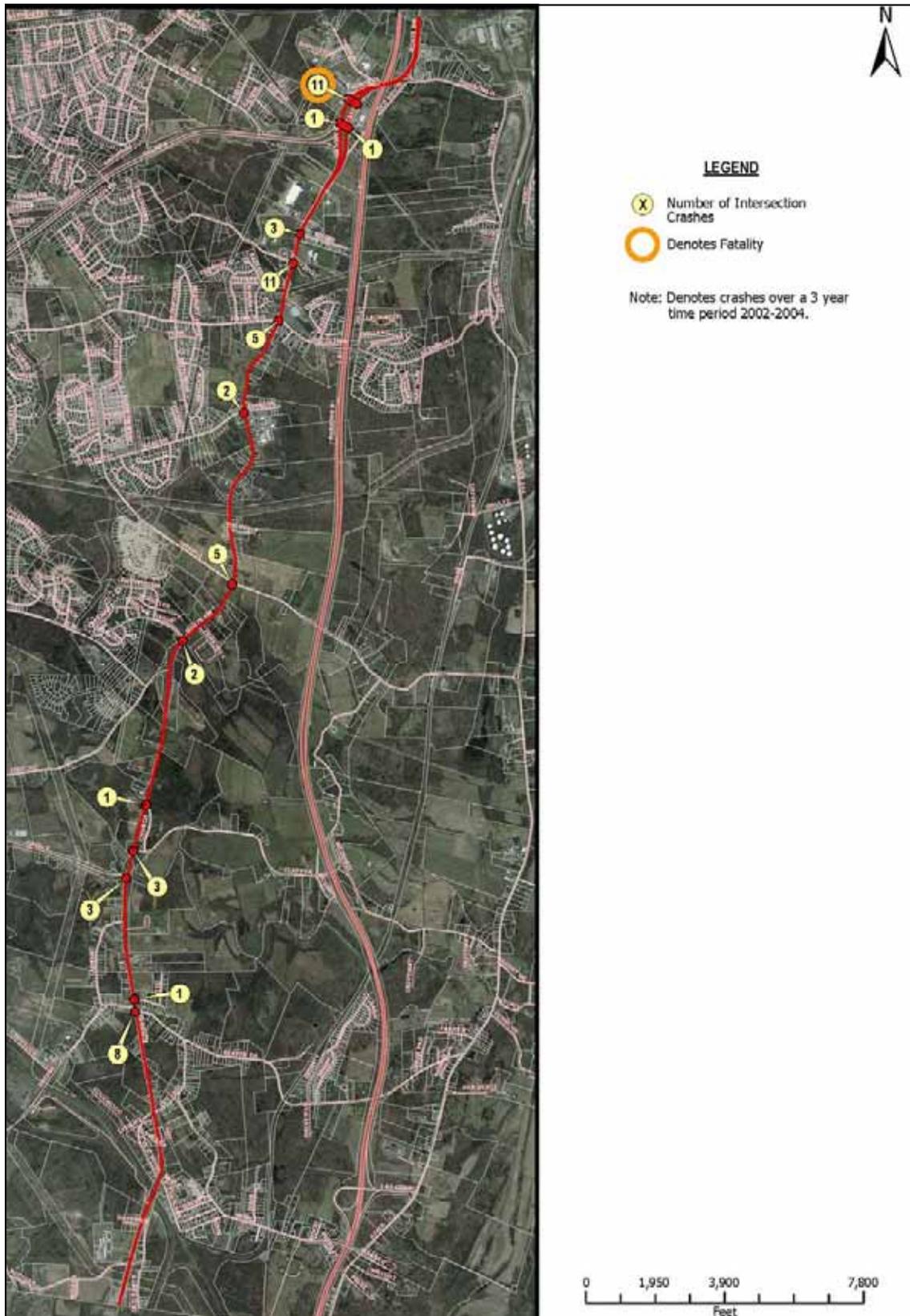


Volume & Accident Data - Southern Section of US 9W





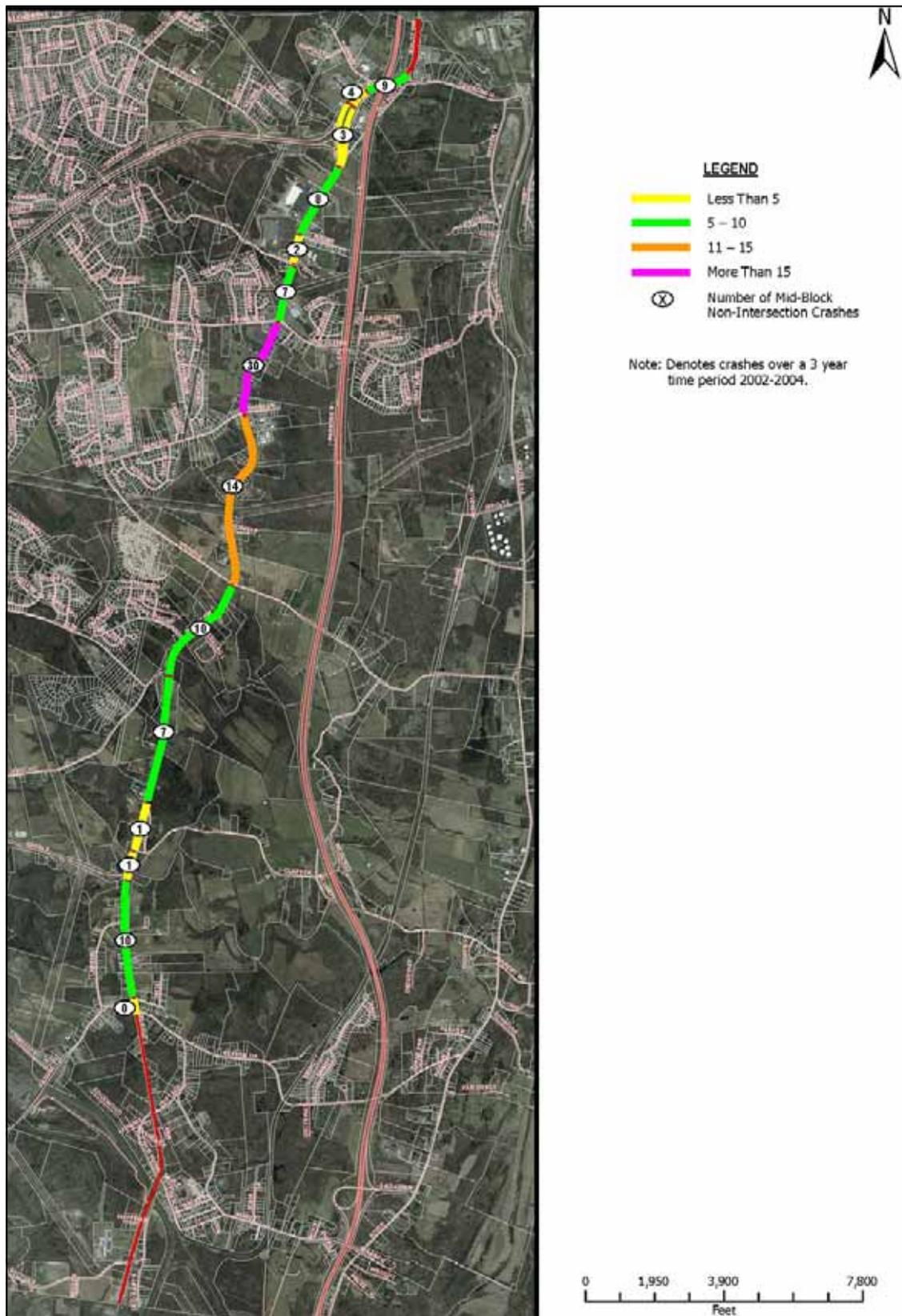
Intersection Crash Locations



Map 4



Mid-Block Non-Intersection Crash Locations



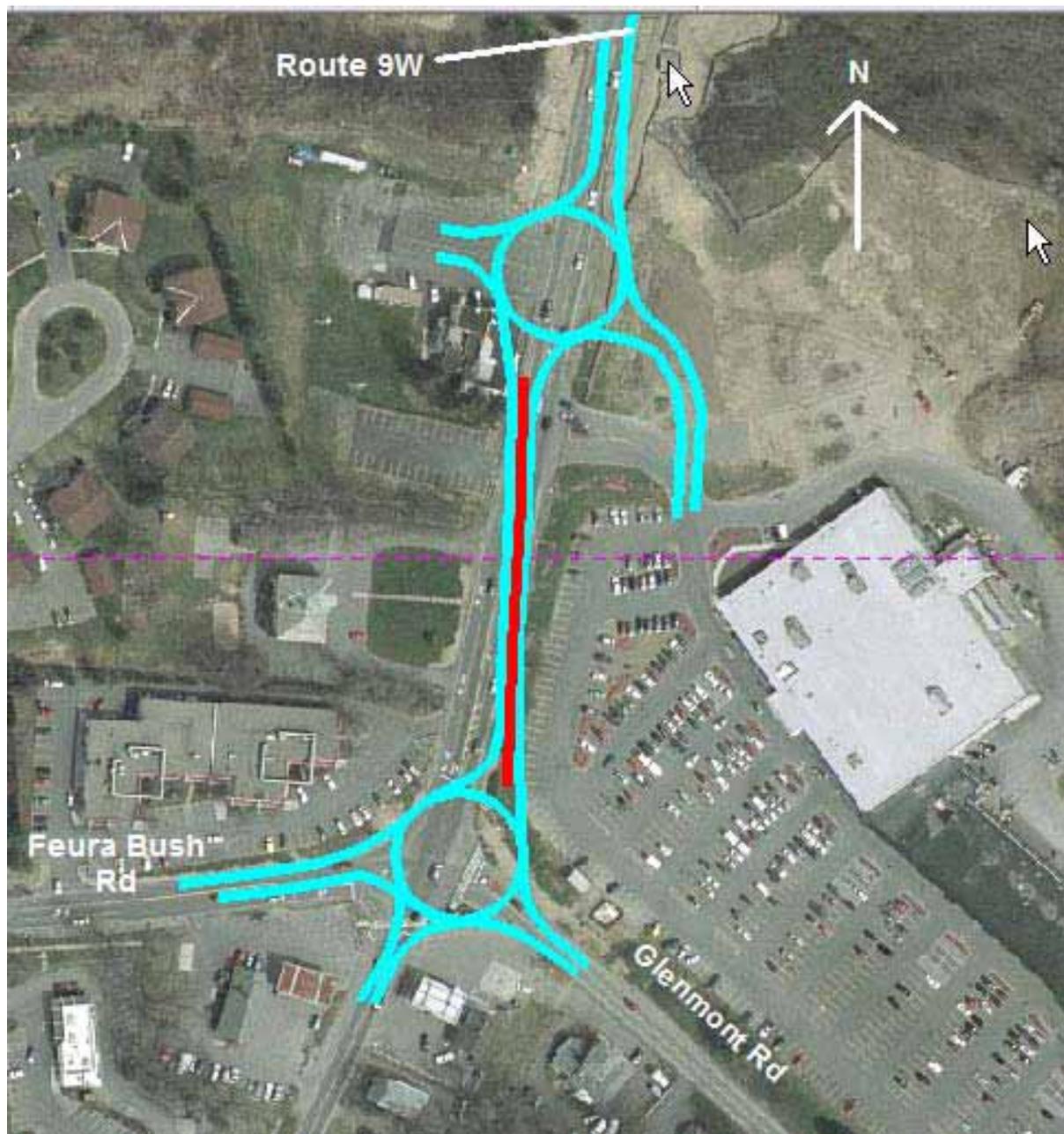
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Appendix C: Conceptual Roundabout Designs

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Roundabout Schematic - Fuera Bush Road /Glenmont Roads and Private Business Driveways





Roundabout Schematics - Fuera Bush Road/Glenmont Road



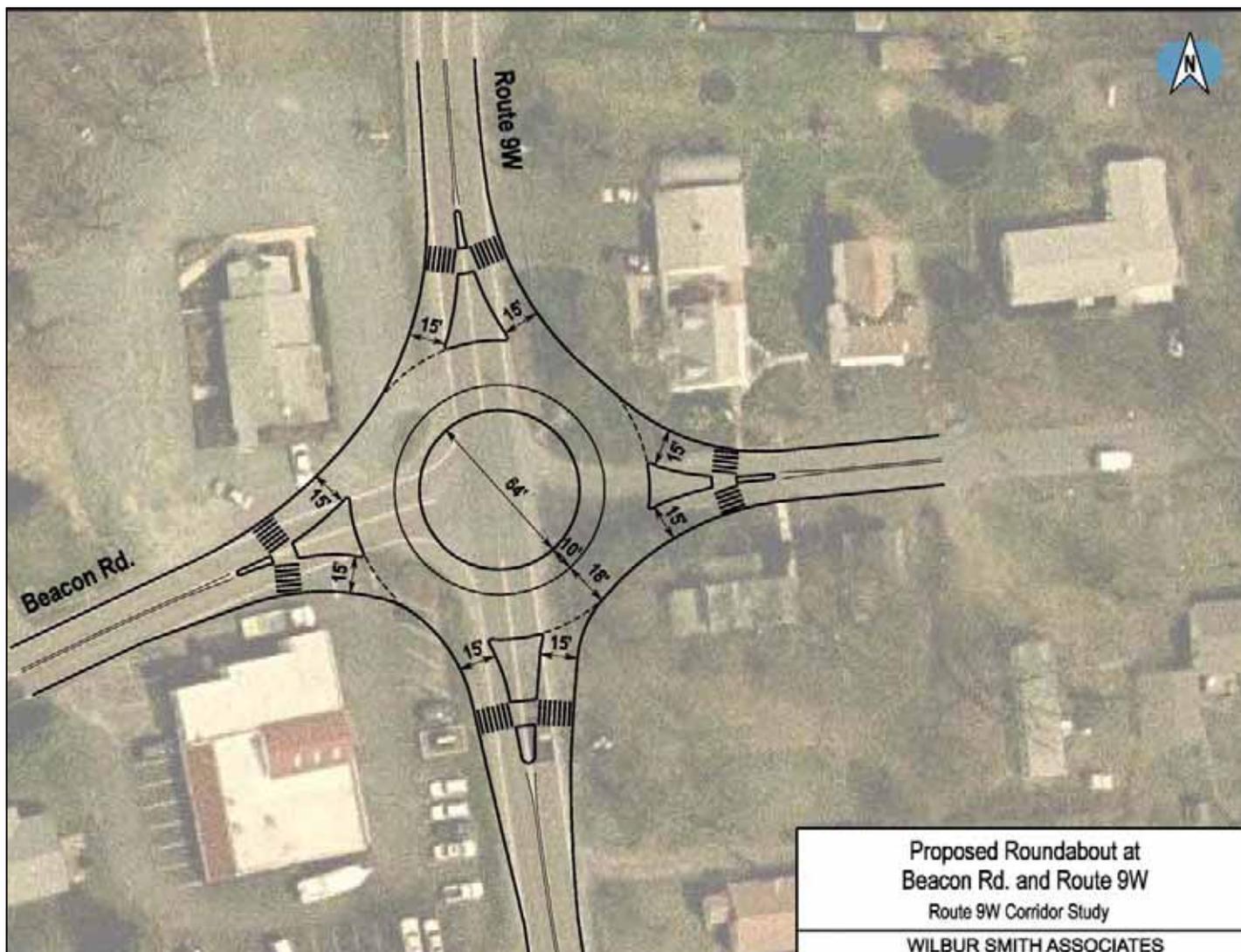
Large Roundabout Schematic



Smaller Roundabout Schematic

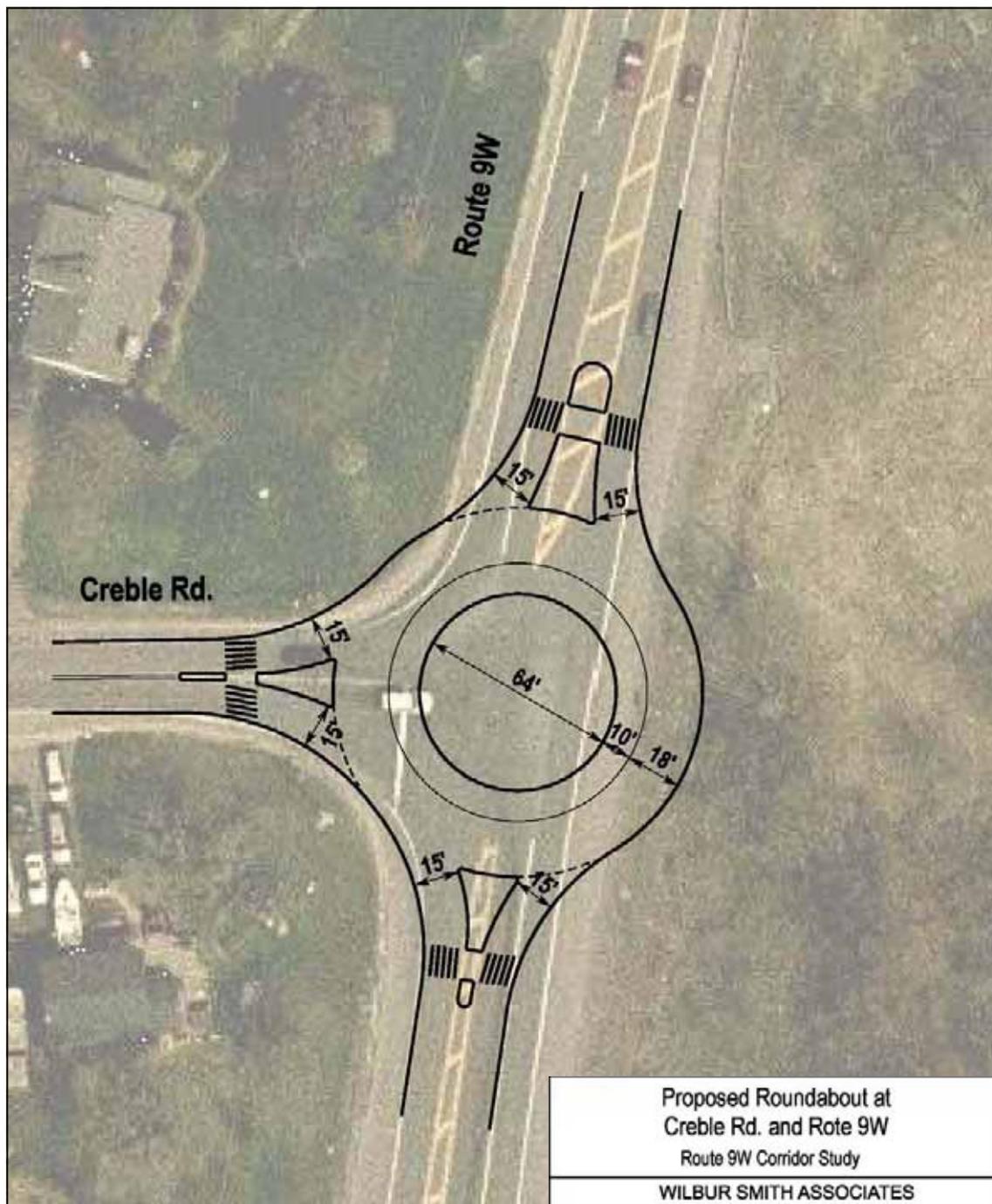


Roundabout Schematic - Beacon Road



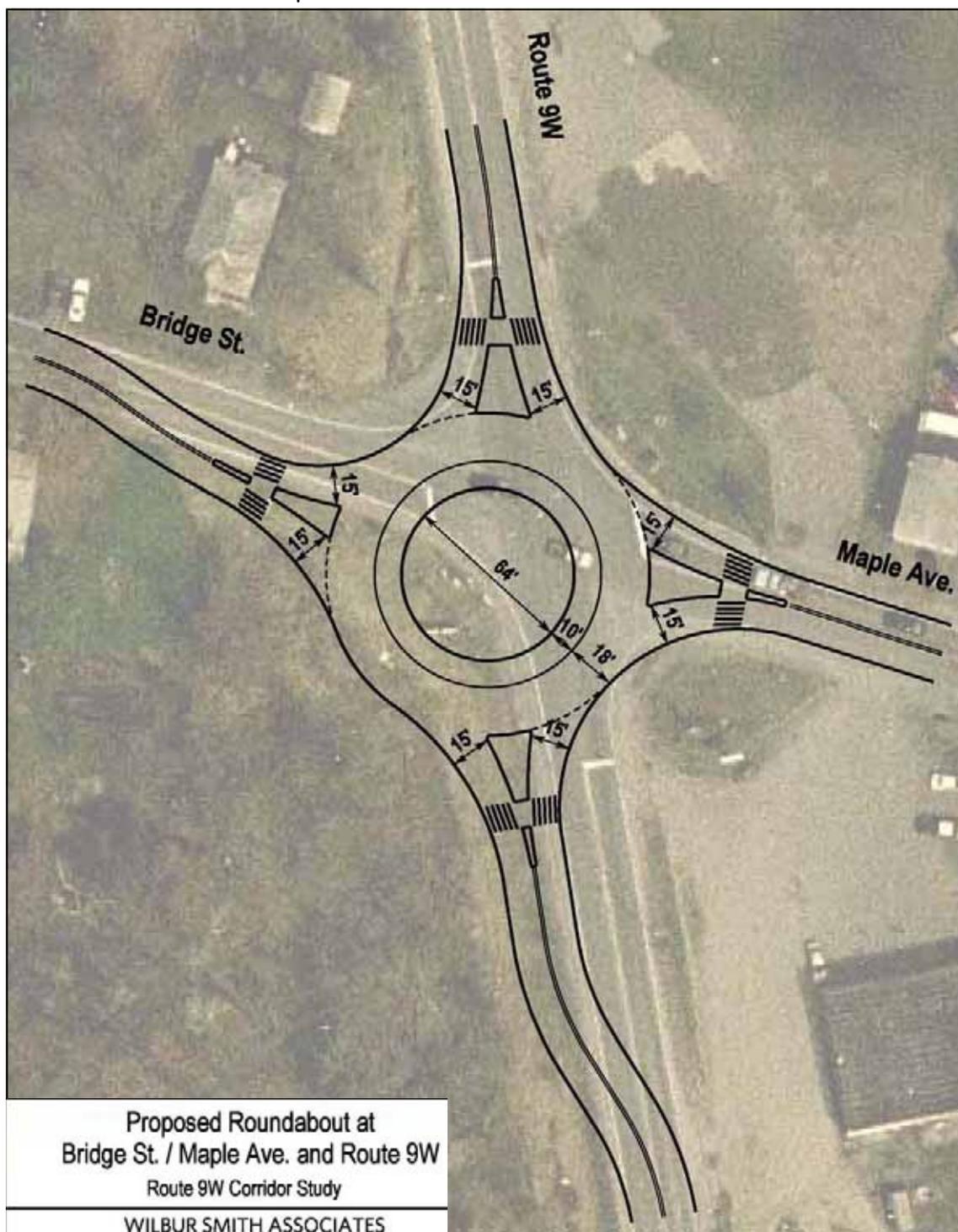


Roundabout Schematic - Creble Road





Roundabout Schematic - Maple Avenue



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Appendix D: Mainline & Intersection Improvement Matrices

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Potential US 9W Intersection Improvement Options

Intersection	Current Traffic Control/Existing Intersection LOS **	Future (2026) Year	POTENTIAL OPTIONS FOR CONSIDERATION					
			Improvement Option	2026 Intersection LOS***	New Signal Timing	Additional Turn Lanes	No. of Additional Lanes	Crosswalks
Rt 9W/Town Center North/Phase II	Signalized/ Unavailable	No Bypass	No Build	F				
			Roundabout (2 lanes)	A				✓
			Upgrade Traffic Signal	C	✓	✓	2	✓
		With Bypass	No Build	F				
			Roundabout (1 lane)	B				✓
			Upgrade Traffic Signal	B	✓	✓	2	✓
Rt 9W/Town Center South /Gas Station	Signalized/ LOS B	No Bypass	No Build	D*				
			Roundabout (1 lane)	A			✓	
			Upgrade Traffic Signal	D	✓			✓
		With Bypass	No Build	C				✓
			Roundabout (1 lane)	A				✓
			Upgrade Traffic Signal	A				✓
Rt 9W/Bender Lane/Farm Bureau Drive	Signalized/LOS D	No Bypass	No Build	F				
			Roundabout (1 lane)	A			✓	
			Upgrade Traffic Signal	D	✓	✓	2	✓
		With Bypass	No Build	E				
			Roundabout (1 lane)	A				✓
			Upgrade Traffic Signal	D	✓	✓	2	✓
Rt 9W/Feura Bush Road/Glenmont Road	Signalized/LOS C	No Bypass	No Build	F				
			Roundabout (2 lanes)	A			✓	
			Upgrade Traffic Signal	C	✓	✓	5	✓
		With Bypass	No Build	F				
			Roundabout (1 lane)	A				✓
			Upgrade Traffic Signal	C	✓	✓	3	✓
Rt 9W/Wemple Road	Signalized/LOS A	No Bypass	No Build	F				
			Roundabout (1 lane)	A			✓	
			Upgrade Traffic Signal	B	✓	✓	1	✓
		With Bypass	No Build	D*				
			Roundabout (1 lane)	A				✓
			Upgrade Traffic Signal	C	✓			✓
Rt 9W/Jericho Road	Unsignalized/LOS C ⁽¹⁾	No Bypass	No Build	F ⁽¹⁾				
			Roundabout (1 lane)	A				
			New Traffic Signal	A				
		With Bypass	No Build	B ⁽¹⁾				
			Roundabout (1 lane)	A				
			New Traffic Signal	A				
Route 9W/Creble Road	Unsignalized/LOS E ⁽¹⁾	No Bypass	No Build	F ⁽¹⁾				
			Roundabout (1 lane)	A				
			New Traffic Signal	A				
		With Bypass	No Build	F ⁽¹⁾				
			Roundabout (2 lanes)	A				
			New Traffic Signal	C		✓	7	
Rt 9W/Rt. 396/Maple Avenue	Signalized/ LOS A	No Bypass	No Build	B			✓	
			Roundabout (1 lane)	A			✓	
			Upgrade Intersection	A			✓	
		With Bypass	No Build	C*				
			Roundabout (1 lane)	A				✓
			Upgrade Traffic Signal	C	✓			✓

Legend	
	Acceptable
	Might Be Acceptable
	Does Not Meet Traffic Signal Warrant

Note:
⁽¹⁾ Denotes Level of Service on minor street approach
 * Denotes that some movements at the intersection operate at LOS E or Worse
 ** CDTC LOS standards indicate that LOS D is acceptable, LOS E may be acceptable, and LOS F might need to be acceptable in certain situations
 ***LOS for unsignalized intersections is analyzed differently than intersections with signals



US 9W Potential Mainline Improvement Options

Roadway Segments proposed for Improvements	LOS *	Pedestrian Improvements			Bicycle Improvements				Traffic Calming			
		East Side Sidewalk	West Side Sidewalk	Usable Paved Shoulders	Bike Lanes	Usable Paved Shoulder	Side Path	Separate Shared Use Path	Lower Speed Limit	Street Trees	Curbs	Narrow Travel Lanes
Corning Hill Road to Route 32				✓	✓	✓		✓		✓		
Route 32 to Bender Lane	D North & South	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
Bender Lane to Fuera Bush Road	D north C south	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Fuera Bush Road to Wemple Road	D north C south	✓ South to Cemetery	✓ South to Cemetery	✓	✓	✓		✓	✓	✓	✓	✓
Wemple Road to Creble Road	D north C south			✓	✓	✓		✓	✓	✓	✓	✓
Creble Road to End of Study Area	B north C south	✓ Near Maple Avenue	✓ Near Maple Avenue	✓	✓	✓		✓	✓	✓	✓	✓

* CDTC LOS standards indicate that LOS D is acceptable, LOS E may be acceptable, and LOS F might need to be acceptable in certain situations

** - Analysis used ADT and Accident Data Maps (Northern Section, Central Section and Southern Section) produced by CDTC and Wilbur Smith Associates

Roadway Segments proposed for Improvements	Roadway Improvement				Arterial Management Improvements**				
	Additional Travel Lanes	Driveway Management	Sight Angle Clearing	Roadway Straightening	Site Development	Server Roads	Driveway Consolidations	Minimum Driveway Separation	Planted Medians
Corning Hill Road to Route 32									
Route 32 to Bender Lane	✓				✓	✓	✓	✓	✓
Bender Lane to Fuera Bush Road	✓				✓	✓	✓	✓	✓
Fuera Bush Road to Wemple Road		✓	✓	✓	✓	✓	✓	✓	✓
Wemple Road to Creble Road		✓	✓	✓	✓		✓	✓	✓
Creble Road to End of Study Area					✓		✓	✓	✓

* CDTC LOS standards indicate that LOS D is acceptable, LOS E may be acceptable, and LOS F might need to be acceptable in certain situations

** - Analysis used ADT and Accident Data Maps (Northern Section, Central Section and Southern Section) produced by CDTC and Wilbur Smith Associates

Appendix E: Improvement Cost Estimates

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Unit Costs Used in Calculating Total Estimated Costs For Improvements
In The US 9W Corridor

Improvement Type	Construction Cost
Roadway Capacity	
Widening	\$ 2.30 M/Lane Mile
Traffic Signal	\$ 0.25 M
Roundabout (Single Lane)	\$ 1.0 - 1.5 M
Roundabout (Two Lane)	\$ 2.0 - 3.0 M
Roundabout (Complex)	\$ 4.0 - 6.0 M
Arterial Management	
Flush Median	\$ 2.1 M/Mile
Raised Median (replacing TWLTL)	\$ 0.5 M/Mile
Raised Median (New Construction)	\$ 2.5 M/Mile
Pedestrian/Bicycle	
Sidewalks	\$ 0.573 M/Mile /Side
Shoulder (Paving existing gravel)	\$ 0.219 M/Mile /Side
Shoulder (New Construction)	\$ 1.500 M/Mile /Side
Shared Use Path	\$ 0.615 M/Mile
Other	
Right-of-Way	\$ 0.200 M/Acre
Engineering	10 %
Inspection	10%
Contingency	15%

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Appendix F: Preferred New Selkirk Road (Bypass) Memo from WSA

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June 19, 2007

From: Jim Donovan, FASLA
Landscape Architect
jdonovan@wilbursmith.com



To: Anne Benware, David Jukins, Jeff Lipnicky & George Leveille

Subject: Selkirk Bypass Alignment

As requested, we have reviewed the proposed alignment of the Selkirk Bypass in more detail. In order to develop what we believe is the most appropriate alignment for the corridor, we considered:

- Steep Slopes,
- Wetlands or Hydric Soils,
- Historic Properties,
- Existing Structures and Land Uses,
- The Vloman Kill and Other Watercourses, and
- Agricultural Soils, as well as
- Clapper Meadows Proposed Layout,
- Overall Roadway Length, and
- Physical Roadway and Interchange Requirements.

Each of these issues places restrictions on the location of the ideal alignment.

We have not been able to find an alignment that provides a reasonably configured roadway without impacting at least some of the resources in previous list. The following highlights our reasoning behind the alignment we have suggested. Our discussion traces the proposed alignment from west to east.

It appears that it will be possible to provide a realigned intersection of Creble Road and Route 9W without disturbing the existing historic house on Creble Road west of the intersection. It will not be possible to also avoid the existing house on the southwest corner of the current intersection. We also want to minimize the impacts on the Vloman Kill, both west and east of the intersection. This keeps the alignment as far north as possible west of Route 9W to avoid significant extensions of the Creble Road culvert. It also keeps the alignment as far south as possible east of Route 9W to stay out of the steep slopes along the side of the Vloman Kill. This creates a challenge in providing an intersection with Route 9W at or very close to a ninety degree angle. We think that it is possible, however, to provide such an intersection. We are trying to plan for this type of intersection because we are not sure that the topography around the intersection will easily accommodate a roundabout without significant grade changes.

As the preferred alignment enters the Clapper Meadows property, there are several options for the proposed layout. All of them require some redesign of the northern portion of the proposed subdivision to accommodate the Bypass. It is possible to use one of the existing subdivision entry road locations as the place to cross Clapper Road. They

are, in fact, the most appropriate locations. A crossing further to the east would require the removal of at least one if not more than one house along the south side of the road. It would also place the Bypass between 250 and 450 feet away from the historic on the north side of Clapper Road.

To the east and north of Clapper Road, the alignment needs to strike a balance between probable wetland impacts in the fields to the north and increasing disturbance to the south to the historic house on the north side of Clapper Road. Using Clapper Road itself for the alignment in this location was eliminated from consideration earlier in the alternative alignment analysis process. Since the development of the initial alternative alignment south of Clapper Road, it was decided to have the eastern end of the Bypass end in the vicinity of the Job Corps access drive. This greatly reduces the attractiveness of this alignment.

The Bypass needs to cross the Thruway at a location where it is possible to create a diamond interchange. Other interchanges along the Thruway have access ramps that are approximately 900 feet long, so we are using that length in planning possible locations for the Bypass interchange. The most likely location for the new bridge is about 1100 feet north of the existing Clapper Road bridge where enough room exists to build the ramps. The one disadvantage of this location is that the grade is relatively flat, so that the bridge will need approach ramps to provide adequate clearance across the Thruway.

It will not be possible to cross Weisheit Road without impacting at least one of the existing structures along the roadway north of the Water Treatment Plant. The distances between them are not large enough to allow the Bypass to pass without disturbing at least one of the structures. Consequently, we think that it would be best to impact the existing house just to the north of the Treatment Plant. This would then allow the roadway to hug the southern edge of the field to the east of this house and approach the railroad on a rise, making it easier to construct a new bridge across it.

East of the railroad crossing, the proposed alignment has been located so as to minimize impacts to the farm fields. The suggested alignment also attempts to respect property lines, locating the roadway on the edges of properties as much as possible, with reductions in alignments across open fields. This portion of the layout is relatively easy to relocate. It is most likely that shifting the alignment away from the edges of the fields will increase impacts to agricultural soils.

The east end of the Bypass is shown as being close to the Job Corps access drive.

Appendix G: CDTC STEP Model

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How does traffic modeling fit into the Planning Process?

For this study, CDTC evaluated the impacts of development and growth in the US 9W corridor using the CDTC STEP model. The CDTC Systematic Traffic Evaluation and Planning (STEP) Model is a travel demand model which utilizes VISUM software. The simulation of travel is based on the premise that the magnitude and pattern of travel is a stable function of the characteristics of the land use pattern and of the transportation system. The basics of traffic simulation modeling are discussed in Figure 11.

The CDTC staff, in consultation with the Town Department of Economic Development and Planning, developed a corridor version of CDTC's STEP model for use in evaluating future traffic conditions in the Town of Bethlehem. The structure of the model was based on CDTC's regional STEP model which contains 950 zones containing the origins and destinations of all trips on the region's major street system and a highway network with over 6,600 links representing the entire functionally classified highway system plus selected local streets of significance to overall traffic flow. The STEP model was refined in the Bethlehem area, including the addition of more network detail, comparison of simulated volumes to recent traffic counts, and the addition of trip generation expected under different development scenarios.

Visual representations of modeled traffic changes attendant to the northern, central and southern alignments can be found on the following pages.

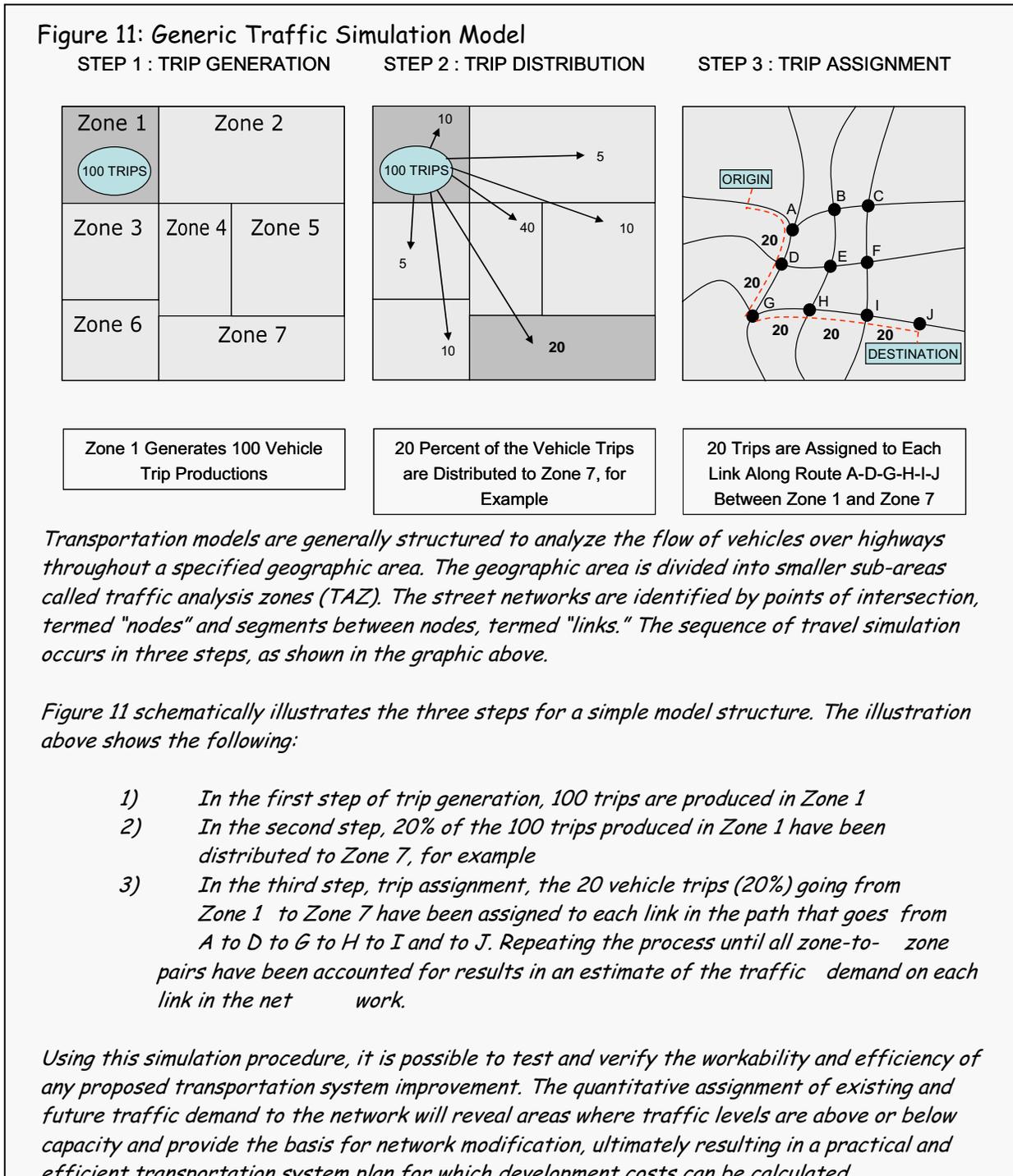


What were the results of the modeled traffic changes?

Modeled traffic changes and the accompanying analysis were completed for all three of the potential bypass alignments - northern, central and southern.

The modeling assumed that each of the alternatives would make a direct connection from US 9W to Route 144.

The results of the analysis are summarized on the following pages:



Appendix H: Public Comments

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Summary of Comments from Open House Session **Rt. 9W Study Open House: March 11, 2008**

Route 9W Corridor Linkage Study
5/08

On March 11, 2008 the Town of Bethlehem and the Route 9W Study Advisory Committee held an Open House to present and discuss Study proposals for improvements to the Route 9W corridor and for alignment of the proposed Selkirk Bypass. The open house consisted of three sessions: an open house, a public presentation and a public comment period following the presentation. As part of the open house session, four stations were set up – each devoted to a different section of the 9W corridor (or Bypass alignment) and manned by a facilitator. Residents were invited to ask questions about the corridor section and discuss the proposal with the facilitator.

Summarized below are the public comments and questions that were received at the open house session. The comments were compiled from memory of the facilitators at each of the four breakout groups. Since, notes were not taken during the open house session, it is likely that there were comments made during the session that are not reflected in the summary below.

A) Route 32 to Feura Bush Road

B) Feura Bush Road to Wemple Road

1. There were a number of complaints concerning people not knowing about the meeting
2. Several persons expressed displeasure for a Selkirk Bypass central alignment and said they want the Town to leave them and their neighborhood alone.
3. One person asked why the study is proposing boulevards that will take people's front yards and move the road closer to people's houses?
4. One person commented that on the east side of 9W between Beacon Rd and Wemple Rd there are wetlands and no sewers. They asked whether water and sewer and other utilities/infrastructure were considered as part of this study?
5. Some said they liked the sidewalks in this section and they should be on the east side of the road.
6. In relation to that, one resident was concerned that by putting the sidewalks in, along with the shoulder widening, that would move the road closer to his house which is on the east side of 9W. He was concerned about the curve in the road as well and asked if we would consider flattening the curve/moving the road westward there and then adding the sidewalks/shoulders for biking/planting strip. He said people on the west side of the road have more frontage and could absorb those things better than his property could. However, he said he likes the sidewalks, etc. and they should be done.

7. Many asked when improvements would be done.
8. Several persons expressed that they don't like roundabouts and that they think roundabouts are unsafe; they said they avoid Slingerlands now.

C) Wemple Road to Maple Avenue

1. The question was asked whether there has been any consideration of sewer line extensions in this area along Rt. 9W? Related to this, the comment was made that if sewers are going to be extended, make sure not to construct the sidewalks then rip them up for sewers a few years later and pay to put in sidewalks a second time.
2. Relating to sidewalks, the question was asked whether there is enough room to put in the sidewalks on the west side of Rt. 9W just north of Maple Ave? There was concern that some of the homes and structures are very close to 9W just north of Maple.
3. One person commented that street trees are desperately needed along Rt. 9W from Maple Ave. north. With all the truck traffic and high speeds, it is noisy and dirty (implication was that traffic kicks up dirt/dust constantly) – the proposed trees would be a very nice/needed addition to mitigate some of the negative traffic aspects.
4. The plans show a road parallel to Rt. 9W being built between Wemple and Clapper with future development, but it doesn't extend all the way to the bypass on the maps. Shouldn't it connect, especially if economic development is going to be tied to the bypass. Attendees seemed to generally understand that access should be minimized to retain bypass functionality, but if a parallel road is built, it was felt that this connection should be one of few that connects to the bypass to get into the new areas. Related to this, the bypass plan map should somehow show that a road connection will be provided to access the land proposed for economic development west of the NYS Thruway.
5. There was one comment regarding concern for promoting the use of bicycles along Rt. 9W by widening the shoulder in this section and providing a dedicated bike lane along 9W to the north.

D) Selkirk Bypass

1. There were a number of comments indicating that environmental impacts of the so-called preferred alignment for the Selkirk Bypass would be significant and that an open space plan is needed first.
2. There were a number of questions on what the line on the map meant and why it was changed from the last map. The reference was to the line showing the alignment of the Selkirk Bypass.
3. A number of comments were made that the Thruway would never approve the interchange so close to the Selkirk interchange.

4. One person commented that an Easy Pass only interchange would not work because truckers (particularly independent truckers) don't have Easy Pass.
5. Questions on what did the Thruway Authority think of the proposal?
6. A number of questions were asked on what would happen to the Selkirk interchange. Would it remain or be eliminated?
7. Questions/comments were received on how the interchange was going to fit in the area given the water plant/existing Weisheit Road and the Clapper Road bridge over the Thruway.
8. With the interchange, one person wanted to know what would happen to Weisheit Road? Would it be eliminated? Realigned?
9. A number of persons asked about the cost of the road and how much funding was currently available.
10. A question was received on whether the Town could ban trucks from Maple Avenue.
11. There was a question or two on how much the Bypass was going to increase taxes? A number of people wanted to know if the Town was going to force a transportation improvement district on them? They indicated that they don't want the road so why should they pay for it?
12. Questions were asked about process and what happens next. If the Committee approves the alignment is it a done deal? When would it be built?
13. A number of persons indicated they do not want the truck traffic or road. One person indicated she just bought her house. A number indicated they don't want the rural/historic setting destroyed.
14. One person indicated that the recommendations were preventing him from selling his land. The study caused his family to lose a lot of money when a developer pulled out because of the bypass proposal.
15. There were a few comments indicating the bypass would go right by the persons house and "how would you like to live next to it"?
16. A few people suggested the Town was just moving the truck problem from one area of Town to another.
17. Another person asked how the Planning Board could be reviewing the current proposal for single-family housing (Brookside Meadows) adjacent to the preferred bypass alignment. How could the Town pursue both?
18. A question was asked on where the north-south road connecting Wemple and Clapper would be located. Questions were asked why this is not shown on the map and who was going to pay for it.

19. One person asked whether the house at the southwest corner of 9W and Creble would have to be taken as a result of bypass construction.
20. One person from Selkirk indicated she was in favor of the bypass proposal.

Summary of Comments from Public Comment Session **Rt. 9W Study Open House: March 11, 2008**

Route 9W Corridor Linkage Study

5/08

On March 11, 2008 the Town of Bethlehem and the Route 9W Study Advisory Committee held an Open House to present and discuss Study proposals for improvements to the Route 9W corridor and for alignment of the proposed Selkirk Bypass. The open house consisted of three sessions: an open house, a public presentation and a public comment period following the presentation. Summarized below are the comments and questions that were received during the public comment session.

[A] Comments on Proposed Route 9W Corridor Improvements

1. What is the trade-off between roundabouts, signals and how they promote pedestrian safety? Aren't signals the safest pedestrian crossing option?
2. Along Rt. 9W, if you widen the road for bicycle lanes, will this require the moving of graves and thus, have a significant impact on the cemetery?
3. Make implementing pedestrian enhancements a priority – they are needed ASAP. At 9W and Fuera Bush/Glenmont Rd, these ideas have been around for years. We need to fill in the gaps, build the hamlet ideas/areas.
4. Expansion/growth is inevitable. It isn't a question of how, but when. We must be environmentally friendly and develop with multi-modal transportation in mind. How can a roundabout be located at Fuera Bush and not at Town Squire? In the Fuera Bush to Beacon stretch of 9W, the bend in the road by the cemetery causes many crashes. Does the plan contemplate straightening the road in this location?
5. Surprised the advisory committee is not at the front of the room. They should be. The city has no right to get involved in the Town of Bethlehem...don't understand why CDTC is involved, the Town isn't in the Capital District. Bus Service has increased? – it is one route and runs through the south end of Albany. This plan proposes more stops – concerned about law enforcement cost related to additional service.
6. All for doing something to get out of Town Squire driveway. Where are the roundabouts? This sounds a lot like Slingerlands with so many proposed in a row.

[B] Comments on Selkirk Bypass Alignment

1. The Bypass – You are routing the bypass through Open Space. Shouldn't the Open Space Plan be completed before this plan, or at least in conjunction with this plan?
2. Cost Estimate: Does the cost estimate for the bypass include the purchase of existing homes? Aren't we taking issues from one part of town and transferring them to another?

3. I understand the need for the 9W improvements, but why the bypass – to bring in truck traffic? Why can't trucks be routed to Rte 32 to the Delmar Bypass to Exit 23 of the Thruway? Zoning around Rt 144 is for industrial uses, have trucks use that route; there is not a need for a new road.
4. A member of the Citizen Advisory Committee on Conservation (CACCC) stated that he wanted to urge coordination between all Town committees, especially regarding the environmental aspects of this project. He recommended not rushing into the Bypass decision and an overall of slowing down this process.
5. Financial Question – Is there money set aside for this project? How much? Are we going to have the town spend the money for the bypass then expect to be reimbursed or will we get the funding then build the bypass? What will the impact be on taxes? I believe this will increase taxes for all residents. I don't like the idea of a reimbursement method. We'll pay \$20 million in town taxpayer money in the hopes economic development will come.
6. Bypass – Why only 1 choice, a bypass? Why can't we eliminate the bypass and just upgrade existing roads?
7. Bypass – This will be on my property. I am all for planning. Encourage people who have property in the line of the bypass and want to sell think about the disclosure form and having to say a road may be built on the property within the next 20 years. Imagine the ability to develop property with this statement. It has already taken away a multi-million dollar opportunity from my family.
8. How did the bypass issue get in the 9W study? It is too far south. The Town did a Comprehensive Plan, residents made comments and were never notified of meetings except by word of mouth. Now the proposal is to do zoning amendments to protect the bypass. Why rezoning? If changing zoning now, the comp. plan must not have been done well. All the residents of Clapper Rd and Weisheit Road are here tonight. The bypass has been a headache and worry for residents since 1998. All routes had estimated costs and the money allocated could have covered the southern route but we didn't do it. Environmental issues for preferred alignment are significant – especially on the Vlomankill and forest preserve. There are hazardous materials with the trucks. The traffic that would be generated on Rt. 144 would be incredible. I propose that we put the bypass along the CSX rail line from Feura Bush to Rt. 144 – it satisfies the requirements, eliminates the Selkirk Truck traffic, gets a connection to the Thruway. I know of no commitment by the NYS Thruway Authority to put in a new interchange on the bypass. The Route should not show up on any maps. This way the property owner will not have to deal with it anymore.
9. Not thrilled about the bypass. Have submitted a 2 page letter to the Town. There was a previous study and now there is a second study with associated costs. Tonight the bypass alignment has been moved again. Has a truck study been done for Rt. 396? This is part of the issue. The Town will also be doing an open space plan. It should be considered. I don't understand the idea of putting medians in the road- why do this?
10. The southern alignment is a joke. The bypass was started by a few people on Rt. 396. I have talked with a lot of people and sent info to all politicians – they said they have no idea how this project got this far. There were 700 signatures against the bypass sent to

politicians. Why did we send in the letters? Should we send in more letters? Selkirk doesn't want a bypass, we don't support it. Stop calling it the Selkirk Bypass.

[C] Other

1. No date shown on the questionnaires of when to submit comments.
2. Clapper/Weisheit Road is not receiving notification on the meetings. We need a way to notify residents in the area involved.

Summary of Comments from Improvement Priorities Worksheet

Route 9W Corridor Linkage Study

5/08

The following is a summary of public comments that were submitted to the Town as part of an exercise to rank priorities for transportation improvements in the Route 9W corridor. Participants at the March 11, 2008 Rt. 9W Study Open House were invited to complete a “Rt. 9W Improvement Priorities Worksheet” that was available at the meeting. The worksheet listed the various transportation improvement options identified by the Rt. 9W Corridor Linkage Study and asked respondents to rank the priority of each improvement. Space was provided on the worksheet for additional comments. Those additional comments are presented below. It should be noted that the worksheet was also made available on the Town website, and many response forms were completed and submitted from this source. The comments below have been categorized and, in a number of instances, have been paraphrased from the original text

[A] Comments on Proposed Route 9W Corridor Improvements

Roundabouts

1. Rotaries (roundabouts) are not working out well. At the Slingerland rotaries there are policemen directing traffic because it’s so backed up. They are also very confusing for older people. Why do we want to put them in when there is no problem with 9W?
2. To reduce traffic congestion on 9W either build a new parallel road or speed up traffic flow with roundabouts.
3. No roundabout at Creble & 9W!!!
4. Roundabouts at 9W/Creble and 9W/144 will only create more accidents.
5. One circle combining Wal Mart’s southern driveway, the school, office building, and Bender is best as it will eliminate two intersections.
6. The use of roundabouts in conjunction with right-in / right-out will create a huge issue for Casa Mia and Bethlehem Preschool. Parents and school buses must turn north out of the preschool parking lot as well as turn into the parking lot from 9W northbound.
7. Agree with the recommendations for roundabouts (especially at 9W/Feura Bush Road), capacity improvements north of Feura Bush Rd and proposed sidewalks in area.
8. Rt. 9W is becoming a nightmare between Price Chopper and Lowes. A roundabout would help, as would additional lanes for traffic.

9. Roundabouts in theory are fine, but in real life with truck traffic, specifically 53 foot trailers, with extended wheelbase tractors & don't forget low profile "car carriers". These vehicles cannot stay in one lane on those roundabouts.

(Also see 24)

Intersections

10. The 9W / Feura Bush Road intersection should have right turn lanes.
11. A major impediment to traffic flow at the 9W/Glenmont Road intersection is the absence of left turn only lanes. Rather than totally redo this intersection by installing a roundabout, rework the light patterns and widen the lanes to make left turn only lanes. While DOT may like the roundabouts, people do not. The Slingerlands roundabouts are awful! They are too small, poorly signed and more confusing than they should be.
12. The 9W Route 32 intersection needs improvement. Traveling north on 32 and turning south on 9W is risky at times.
13. At the Beacon Road intersection with 9W, the eastbound approach is on a slight uphill grade. In the winter snow is piled up so that there is no visibility to the north or south, making a safe exit impossible. I saw no mention of this grade and the problems it causes in the winter in any of the material.

Road Widening

14. Rt. 9W should be 4 lanes with turn lanes from the Albany city line to the Coeymans town line. With no raised medians.
15. I can understand wanting to straighten, widen and improve parts of 9W to accommodate better traffic flow – but widening to the extent you have gone is ridiculous.
16. Need to widen 9W south from 787 to eliminate stopping for southbound travel, and north from Feura Bush Road to 787. Desperately need extra lane north from Normans Kill to 787 ramp.

Medians

17. Raised medians only make sense if you have 2 lanes in each direction.
18. A raised median is another terrible idea that will only worsen traffic and damage homes and businesses along the widened road.
19. Will installation of medians cause people to drive faster?

Pedestrian and Bicycle Facilities

20. Finish sidewalks on Rt. 396 east of the RR tracks.
21. Enhance pedestrian and bicycle access in 9W corridor, and widen road to manage traffic projections.
22. Bike lanes and off-road connections would encourage people to bike to nearby commercial areas. Right now the roadways are very unfriendly to bikers and pedestrians.
23. Need sidewalks from Wal-Mart to Price Chopper and along Feura Bush Road from Jefferson to Price Chopper
24. The Rt. 9W / Feura Bush intersection should be a high priority for pedestrian access. Therefore, a roundabout would not be a good idea here. The steady stream of traffic would make it very problematic for pedestrians.
25. Bike lanes are a terrible idea for 9W – will cause accidents.
26. Use of expanded shoulders for pedestrians is cheaper than doing sidewalks and is cheaper to clear in the winter.
27. Priority should be given to sidewalks and bike lanes if we are to have a more walkable and green community ... If you insist on continuing to encourage development at least give the communities nearby the ability to visit (use) it without a car!!
28. We need more sidewalks in Glenmont. Feura Bush Road between Elsmere Avenue and 9W is dangerous for the growing number of kids, bikers and joggers on the road. Driving at morning rush hour on Feura Bush Road towards 9W is particularly dangerous, as the sun blinds driver's vision .. Someone is going to get hurt or killed if we don't provide sidewalks.
29. There must be better sidewalks and bike lanes to link various parts of town. People already use 9W, Feura Bush & Beacon Road for walking, running, bike riding. It is only a matter of time before a bad accident happens.
30. Bike lanes are very important, as well as bike paths. This will encourage bike commuting. Presently, it is too dangerous.
31. Regarding the 9W pedestrian and bicycling amenities, I suspect negotiating the roundabouts on a bicycle will be hair raising. Cozying up to a Wal-Mart on a bicycle with the intention of picking up a few small items is extremely unlikely; same goes for bicycling and shopping at Price Chopper. As a bicycle commuter, I've yet to see the imagined groundswell of interest in cycling anywhere as a commuter/shopper. In fact, I don't know why you are even bothering with this on 9W. The resources should be directed to the urban areas and first ring suburban

communities, which have two lane, slow moving travel, but hazardous conditions, with lots of people around (potential cyclists).

32. Whenever a road is built or improved bike lanes should be added. We need to make our Town a leader in promoting environmentally friendly transportation and exercise. Same with sidewalks and shared use paths.
33. We need “share the road’ with bicycle signs on all main roads and on signs entering the Town.

Mass Transit

34. Restrict use of mass transit to Town use – not to bring in city dwellers who drain town resources.
35. Enhance linkage via bus between town centers within our town.
36. I favor all options that promote mass transit, bike and pedestrian accessibility, and safety.

Visual Environment

37. Ban billboards, especially the one on 9W near 396.
38. No trees in the center of 9W. That’s crazy.
39. How do you plan to make 9W residential looking – when you want to accommodate business.
40. Need more trees along 9W to blot out noise and visual pollution year round.

(Also see 42)

Other

41. If Rt. 32 Bypass traffic lights were synchronized so trucks were not stopping at every light, more trucks would use this route instead of 9W.
42. 9W should be improved to move traffic as quickly and safely as possible. This is a state highway and improvements should focus on moving traffic not beautifying the road.
43. You must do something to make it easier/faster/safer to go south on 9W from Price Chopper Plaza.
44. Reduce speed limit on 9W south of Creble.

45. Business needs access for trucks and deliveries. Driveways don't attribute to accidents, drivers do.
46. Need to repave 9W between Post Office and Creble Road where it is "wash boarded out". Heavy truck traffic has wrecked the road.
47. Good idea to improve night time lighting for safety of both pedestrians and drivers, particularly from Feura Bush Road to Wal-Mart plaza.
48. Ban use of Jake brakes on highways near residences. These are rude and annoying. Other Towns have done it.
49. I support some of the proposed improvements but am extremely concerned about the tax implication of these improvements. Many people may support the improvements, but would not support a tax increase to pay for it. The Town should not try to take on too much at once. The Town needs to put more pressure on the businesses in Glenmont to help pay for these improvements.
50. ..It surprises and bewilders me as to why in 2008 there is still no real "town" of Glenmont ... the small town pedestrian friendly "Hamlet" potential has been so neglected and I don't believe that Famous Footwear or Bed Bath and Beyond do much, if anything, to encourage it. At the Feura Bush / 9W area we should plan for a walkable, mixed retail and recreational use – mini-town within the larger Town of Bethlehem.
51. We need to coordinate the various goals of the many committees when choosing a traffic development plan.
52. To install 9W as planned does not help congestion it will only increase it – under economic development.
53. There are too many conflicting ideas. What problem are you trying to solve?
54. The 9W Committee has not done a good job. They have not focused on the automobile problem – excess traffic on outmoded highways.

[B] Comments on Selkirk Bypass Alignment

Traffic and Pedestrian Safety

1. Even with new sidewalks I feel very nervous walking along Maple Avenue due to the large volume of tractor-trailers... It would be such a relief if a bypass of Selkirk could be built... Every time I'm on the sidewalk I have an escape route of where I'm going to push the stroller should I hear a truck veering toward us.
2. Maple Avenue between 9W and River Road is way too narrow, windy and residential for tractor-trailers to be on... Come springtime, take a look at any of the sidewalks on the

turns, and you will see tire marks actually on the sidewalks... Please try to make the Selkirk Bypass a priority.

Quality of Life

3. I am against the bypass due to the direct impact on my quality of life. I bought my home on a low traffic road. The bypass will change this.
4. We don't want the Clapper alignment. What about all the noise and pollution? Put this by your house!!
5. Why are we pursuing the most expensive alignment when the bypass can be done for a lot less? You are merely moving the truck traffic problem from Selkirk to Clapper Road.
6. Plan the Selkirk Bypass so that no homes or as few as possible are destroyed.
7. We do not want to sell our land as has been said by members of the Town.
(Clapper Road area resident)

Open Space and Natural Resources

8. Open space priority should be higher than bypass.
9. We need to protect the open space resource if at all possible. The Selkirk Bypass would open the Vlomankill Valley to development. I strongly recommend that the open space plan be completed before plans are made for the bypass.
10. The Town needs to complete the open space plan before moving forward on any further development. The Comp Plan is not enough to create such a major change to our community. The Comp Plan was incomplete because it lacked the open space component.

Becker School

11. How will the bypass impact the elementary school?
12. Bypass extension from Creble will destroy the nature walk of the school and take too many homes.

Alignment Alternatives & Preference

13. A lot of the truck traffic on Rte. 396 is actually connecting to the Mass Pike via the Berkshire Spur. If you look east down the RR tracks from Rte. 9W by Wickes Lumber you can see this spur and there is nothing in between on the south side of the tracks. If you look west this is where the car carriers come from. Truck traffic could travel parallel

to the RR tracks from where they are loaded, straight to the Thruway via a “RR bypass”. This would also get tankers loaded with, who knows what, away from Rt. 396, Creble Rd. & Rt. 9W.

14. I oppose the northern alignment. It is not the preferred route. It is the longest, most expensive and impacts the most land. I ask that the committee revisit the southern route or other alternative (ie., improving Wemple or Beaver Dam Road, or using the RR right-of-way)
15. No northern bypass through the open areas. If by-pass is needed – put in southern part of Town – in that somewhat developed area – where residents “are use to the truck traffic”. Take into account the feelings of long-term town residents who wish to stay on their land.
16. Do the southern bypass and use the existing interchange. No need for a new interchange. Just expand the one at Exit 22.
17. There are shorter and cheaper routes. Why is the Town focused on the Clapper/Weisheit area? What benefit to anyone is this?
18. I’d like the Bypass to be built first.

Bypass Not Justified

19. The Selkirk Bypass is unjustified. There is very little truck traffic in Selkirk right now. Good planning would suggest moving a thruway exchange toward the northern part of town where traffic congestion is likely to get worse.
20. The bypass is expensive and will not remove truck traffic from Selkirk... Listen to the people and improve current roads. It was clear at this meeting that people see the bypass as expensive, destructive to residents, land, and it is not wanted. The comp plan should be revised to protect this area from the excessive planned economic development.
21. Selkirk bypass is not necessary and is being pushed on the theory that people in Selkirk want it, although no one in Selkirk spoke in favor of any alignment [at the March 11th meeting}...
22. No new bypass or access to Thruway. Use current roads – minimal financial and residential impacts.
23. Who benefits from the proposed Selkirk Bypass? The proposal runs through an area zoned residential. If we accept the original rationale for the By Pass (divert trucks away from Maple Ave), why are we building another truck route through a residential community?

Cost & Funding

24. The whole Bypass idea is a huge waste of money.

25. After spending \$ 50 M I would like to see a Town that is greener, more biker friendly with off road connectors, than to build big truck routes. I do not like the way the Town is headed.
26. The Town should be directing its resources toward addressing its current infrastructure needs rather than spending money for something that is not needed.

Economic Development

27. What is the vision for economic development along Clapper Road/MED area? Who and what type of development is the Town really trying to court in the MED area and why? How can we set it up so the Town purchases some of this land? Couldn't the Town own and run the farm?
28. I'm all in favor of developing mixed economic areas along the Thruway, but why does this have to be done at the expense of a greener friendlier environment that connects communities...

Other

29. Who is the driving force behind the Bypass (Selkirk)?
30. It appears that there is only \$7M available for the Bypass on the TIP. Isn't there a huge and confusing qualifier related to that cash, in that if you want to use it all for anything, it means that the Route 396 has to be kept open as State highway, available to truck traffic. Why do we want the TIP money? Is it to build a road to N I-87 exit, which would undoubtedly open up the southern part of town to all kinds of development? Is that what the Town at large really wants?
31. What happens if the Town turns down the TIP money? Wouldn't that potentially allow the Town to take the genuinely less expensive path and convert Route 396 to another type of road (County or Town), which could be designated as a no truck roadway? How come Town staff, the 9W corridor study committee, and the various consultants Haven't mentioned it?
32. If the real Clapper Road By-Pass objective is to use state money to build a road to a new exit on I-87, explain that directly to the public now, and don't assume that SEQR will adequately address the genuine environmental issues associated with "opening up" that part of town. ... Evasive misinformation regarding all of the alignment options is annoying and ultimately problematic in a Town where there's a high level of very positive transparency.

Summary of Results from Improvement Priorities Worksheet

Route 9W Corridor Linkage Study

5/08

The following is a summary of results of an exercise conducted by the Town to rank priorities for transportation improvements in the Route 9W corridor. Participants at the March 11, 2008 Rt. 9W Study Open House were invited to complete a “Rt. 9W Improvement Priorities Worksheet” that was available at the meeting. The worksheet listed the various transportation improvement options identified by the Rt. 9W Corridor Linkage Study and asked respondents to rank the priority of each improvement. Response categories included: “*not a priority*”, “*low priority*”, “*medium priority*”, “*high priority*” and “*top priority*”. Fifty-three items of potential improvements were listed on the worksheet along with the item’s associated cost. The worksheet was also made available on the Town website and many response forms were completed and submitted from this source.

Care should be taken in the interpretation of results. The exercise was not conducted as, nor was it intended to be, a random or statistically valid survey. Results **cannot** be interpreted as representative of the opinions of Town residents. The results simply reflect the views of those who filled out the worksheet. Also, It should be noted that results, to some degree, appear to be influenced by the respondents’ place of residence and the number of respondents from a particular area of Town. Thus, the call for sidewalks along Feura Bush Road for example, may at least partially be explained by the number of respondents from Glenmont.

Items from the worksheet receiving the highest priority rankings are identified below.

1) The geographic distribution of respondents is summarized as follows:

Total Worksheets Submitted: 70

- Glenmont: 20
- Clapper Road Area: 16
- Delmar/Elsmere: 9
- Selkirk (outside hamlet): 9
- Maple Avenue Area: 6
- River Road Area: 6
- Other: 4

2) More than 20% of respondents identified the following improvements as a “*high priority*” or a “*top priority*”:

- Install a roundabout at intersection of Rt. 9W and Feura Bush Road (36%)
- Install a roundabout at intersection of Rt. 9W and Delmar Bypass (21%)
- Install a second travel lane in both directions between Feura Bush and Delmar Bypass (27%)
- Install a second NB travel lane on Rt. 9W between Feura Bush Rd and Delmar Bypass (24%)
- Install a sidewalk along Rt. 9W between Beacon Rd. and Feura Bush Rd (30%)
- Install a sidewalk along Rt. 9W between Feura Bush Rd and Delmar Bypass (23%)
- Install a sidewalk along Feura Bush Rd west from Rt. 9W (33%)
- Install a sidewalk along Glenmont Rd east from Rt. 9W (23%)
- Install a sidewalk along Beacon Rd west from Rt. 9W (21%)
- Install bike lanes along Rt. 9W between Feura Bush Rd. and Delmar Bypass (30%)
- Install bike lanes along Rt. 9W between Beacon Rd. and Feura Bush Rd. (24%)
- Install off-road ped/shared use path between Selkirk and Becker School (26%)
- Install off-road ped/shared use path between Rt. 9W and Feura Bush Rd area (21%)

3) More than 33% of respondents (one in three) identified the following improvements as a “medium priority”, “high priority” or “top priority”: (Note that under this criteria three items fall off the above list and three new items are added.)

- Install a roundabout at intersection of Rt. 9W and Feura Bush Road (47%)
- Install a second travel lane in both directions between Feura Bush and Delmar Bypass (51%)
- Install a second NB travel lane on Rt. 9W between Feura Bush Rd and Delmar Bypass (40%)
- Install 5’ shoulders along Rt. 9W between Wemple Road and Beacon Rd. (41%)
- Install a sidewalk along Rt. 9W between Beacon Rd and Feura Bush Rd. (41%)
- Install a sidewalk along Rt. 9W between Feura Bush Rd and Delmar Bypass (40%)
- Install a sidewalk along Feura Bush Rd west from Rt. 9W (47%)
- Install a sidewalk along Glenmont Rd east from Rt. 9W (39%)

- Install bike lanes along Rt. 9W between Feura Bush Rd. and Delmar Bypass (39%)
- Install bike lanes along Rt. 9W between Beacon Rd. and Feura Bush Rd. (36%)

- Install off-road ped/shared use path between Rt. 9W and Feura Bush Rd area (34%)

- Improve Glenmont School access w/ full access at Bender Lane (39%)
- Improve mass transit/bus service along 9W w/ various physical improvements (39%)

4) Priorities that appeared to have some relation to the respondent's place of residence included:

- Installation of additional travel lanes along 9W (Glenmont, Maple Ave, Clapper, Delmar/Elsmere respondents)
- Installation of flush median between Feura Bush Road and the Delmar Bypass (Glenmont respondents)
- Installation of sidewalks (Glenmont, Delmar/Elsmere respondents in northern section of corridor; Maple Avenue respondents for connection to Becker School)
- Construction of Selkirk Bypass (Maple Avenue and Selkirk respondents)
- Glenmont School access improvements (Glenmont and Delmar/Elsmere respondents)

Summary of Letter and E-mail Comments

Route 9W Corridor Linkage Study

5/08

The following is a summary of public comments that were submitted to the Town in letter or email form following, or immediately preceding, the March 11, 2008 Open House conducted by the Town as part of the Rt. 9W Corridor Linkage Study. In some instances the comments below have been paraphrased from the original text

Comments

Open Space and Natural Resources

1. The Open Space Plan should be finished before any further development is considered. The Town has shown little backbone to require strict rules regarding preservation and environmentally sensitive development. The concept of a bond issue should be discussed to buy land for protection.
2. There is considerable opportunity in the Vlomanskill Valley for open space protection. The proposed Selkirk Bypass will negatively impact this ecologically important area. There are significant areas of wet clay meadow in this area – a distinct habitat type considered important for biodiversity and as habitat for many “Species of Conservation Concern”. We hope Town officials will evaluate open space opportunities in the Vlomanskill Valley that will protect this important habitat.
3. The roadway would impact wildlife, result in air pollution, change the “country” setting of the area, and increase noise pollution. It would drastically change the character and charm of this rural/suburban area.
4. The highway development would encroach upon our land, our neighbors land, across open farm land, historic homesteads, the Vlomanskill, hydric soils and federal wetlands, which provide habitat for multitudes of flora and fauna. While there are quality of life issues with trucks on Maple Avenue, the proposed bypass would cause detrimental effects to the community of residences along Clapper and Weisheit.
5. The bypass affects environmentally sensitive area. Concerns include run off from road salt and chemicals into the Vloman Kill; impacts on the forever wild forest preserve; noise and air pollution from truck traffic; additional traffic that would be generated on Rt. 144; and potential spillage of hazardous materials, the runoff of which would impact the Vloman Kill.

6. Why does the proposed route seem to contradict Town plans for farmland and open space protection?

Bypass Alignment

7. There are already two roads in the area (Wemple & Clapper). Another one is not needed. Why not go with the southern bypass that was voted on years ago? The Town says residents of Selkirk do not want this alignment because it is in their back yard. But only residents near Texas Eastern would be affected. This is a quicker route for trucks from Ravena-Coeymans and a less expensive alternative.
8. Opposed to a Bypass located on the proposed Creble Road alignment. Trucks can travel north or south on US Route 9W to enter/access the New York State Thruway.
9. The 9W SAC should investigate the possibility of locating a bypass along the CSX railway from Feura Bush Road to River Road. A Thruway exit located on this bypass would service all trucks coming north on Rt. 9W and Rt. 144. This would eliminate all truck traffic from the Selkirk area with a direct connection to the Thruway.
10. Why is the southern route not the preferred option?
11. Could the options of truck routing in the railroad right-of-way, or improving Wemple or Beaver Dam Roads in lieu of a bypass be explored?

Quality of Life

12. Commenter grew up on Clapper Road and recently restored an “1840 Brick Federal” house that has been in the family since 1928. “To me it was and is MY LIFE GOAL.” “I want to be able to pass this magnificent house down to my children. You want to tear this house down to put in a Bypass???”
13. The statement that residents of the Weisheit-Clapper area want to sell their land and move out is not true. Most people on these roads were born there or lived there most their lives and do not want to move out.
14. Commenter lives on 22 acre parcel, “Clapper Farm”, in 1840 Greek revival style home. The e-mail describes the nature of the neighborhood, property and experience living at the home.
15. How does the plan account for the number of residences effected by the bypass?

Other

16. Understandably, the study's priority is focused on improvements in high traffic areas, but we are pleased that the study also identifies Hague Boulevard for installation of traffic calming measures.
17. Similar to sidewalks proposed for Jericho Road and Elm Avenue east, a sidewalk along Hague Boulevard "will encourage walking between neighborhoods along these roads and the Wemple Road Rural Hamlet area". It would also "support the potential for future transit service" along Rt. 9W. Consequently, a sidewalk should also be considered along Hague. Inclusion of this as a recommendation in the study could serve as the basis for private sector participation in future funding of the sidewalk as further development occurs in the area.
18. Maple Ave is not appropriate for tractor-trailer traffic and such traffic should be banned on this roadway.
19. Truck traffic from Callanan Industries has been greatly reduced in recent years resulting in a reduction of truck traffic on this roadway. Has a study been done recently of trucks on Maple Avenue?
20. The Waterfront Advisory Committee is considering construction of a "boulevard" roadway to connect to a riverfront hamlet. A truck bypass is not the type of roadway suited to provide access to a "quaint" riverfront area for shopping, commercial or residential endeavors.
21. Industrial development in the southern portion of Town is not a reality due to the lack of infrastructure in the area.
22. The talk of a recession at this time and the lack of enough funding to construct a Route 396 Bypass should discourage any further discussion of construction of the most costly route (ie.,the Creble Road alignment).
23. Considering that NYSDOT and the Thruway Authority have not been consulted or given any indication of an agreement to construct the roadway or Thruway interchange, the proposal is not viable.
24. What is the justification and feasibility for an additional Thruway interchange between Exits 22 and 23?
25. It is hard to believe that NYSDOT would approve having anything (medians) in the middle of Rt. 9W that would interfere with paving and snow plowing during winter months. It would also obstruct traffic traveling both north and south on 9W.

26. What are the benefits that weigh against the costs to taxpayers and detriment to the environment?

PUBLIC COMMENTS Received by the Town via Email or Letters

----- Forwarded by George Leveille/TOBNOTE on 03/04/2008 04:10 PM -----

Bethlehem Tomorrow
<bethlehemtomorrow@
hotmail.com> To
cc
03/04/2008 01:17 PM Subje Important 9W and Bypass Information Meeting March
ct 11

ROUTE 9W CORRIDOR STUDY
IMPORTANT PUBLIC INFORMATIONAL MEETING
TUESDAY, MARCH 11 at 6:00
TOWN HALL

The purpose of this meeting is to present the preliminary proposals for the 9W corridor as well as a proposed alignment for the bypass.

The comprehensive plan specifies "determining an alignment that would have the least negative impact on local residents and environmental resources should be a priority. And in addition to the potential of this alignment to solve the Selkirk truck issue, it should be studied for its potential transportation, land use, and economic development impacts throughout the 9W corridor."

The bypass is a complicated issue with a long history. Listed below are some questions and concerns which have been brought to our attention. Please plan to attend and o participate in this important meeting.

Summary of Questions and Concerns

- Before coming to any conclusions about what development should be permitted, and what traffic and roadway configurations should be implemented, shouldn't consideration be given to what open spaces and what ecologically sensitive areas should be preserved? As the Town is currently in the process of putting an open space plan in place, does it make sense to make a decision concerning this development before that plan is completed?
- The central alignment, currently referred to as the "preferred alignment", sacrifices the environment – open spaces, and critical ecological habitats - in order to move trucks more efficiently. The plan will have major impact on the Vlomankill valley. It will destroy significant areas of wet clay meadows that are important habitats.
- Expanding the tax base of Bethlehem by mixed use development on lands appropriately zoned for such development is a legitimate goal of Town planning. Are there not better, cheaper and more far-sighted ways of achieving development goals at locations which do not have significant environmental issues?
- Are the twin goals of creating new development and of controlling traffic inherently in conflict? In a sense, the two objectives: one, of moving the Bypass north – to increase development possibilities along the Thruway, and two, to reduce traffic on 9W and in

Selkirk – seem to be mutually inconsistent objectives. Wouldn't such development be likely to generate more traffic?

- The central alignment apparently will require expensive and difficult engineering projects, for example, apparently involving the construction of four bridges, including one that would be 60 foot high and 600 foot long. What is the projected cost for the central alignment? What would be the cost for the southern alignment? What would be the source of that funding?
- Currently, the alignment is imprecise. At what point would the exact route be plotted? What would be the impact of this project on the homes and residents along this route?
- What is the timeline for this project?
- What sort of economic development is anticipated? What is the vision for the land along the route? What is the likelihood of attracting such development?
- How viable is this route if new Thruway interchange is not approved?
- Has consideration been given to the possibility that the nature preserve and land to be taken from the Becker Elementary School for the truck route might be needed by the school in the event it needs to expand in the future? Is it wise to place a truck route next to an elementary school?
- Even if a Bypass is built, is it possible under State Law to close Selkirk to truck traffic? Has this legal question been resolved?

Forwarded by John H Cunningham/TOBNOTE on 03/10/2008 10:00 AM ----

"
03/08/2008 04:14 PM To <supervisor@townofbethlehem.org>,
<KKotary@townofbethlehem.org>,
<jdawson@townofbethlehem.org>,
<mhennessy@townofbethlehem.org>
cc
Subje Re: Clapper Road Bypass
ct

Bonnie Foos
166 Clapper Road
Selkirk NY 12158

To the Members of the Town Board:
My name is Bonnie Foos and I live in Clapper Farm at 166 Clapper Road.
This is what I have to say about the whole bypass thing.

The house I live in is Greek revival style with '1840' incised in the stone lintel over the front door. The three post-and-beam barns aren't quite as old, being built in the late 1880's. Clapper Farm was built by the Westervelts as a hay farm, supplying hay to the horses in New York City. Tucked inside one of the barns is the only working (I'm told) hay press left in New York State, and next to that, an old wooden track the horses walked around to make the bales. In the early 1950's, the New York State Thruway was built, dividing the farm into 22 acres on one side (my side), and roughly 200 land-locked acres on the other side of the thruway. I've been told the two women living in the house at the time had to take a stand to save their home from being taken then, and won. Because the house is 45 feet from the thruway fence makes this believable.

Bill Foos and I moved into Clapper Farm in May of 1995 so we were relative new-comers to the area compared to a lot of the local residents. We weren't married at the time, but we got married that next February. By then, we found out that Bill had terminal cancer, and he died in July, 1996. I've been there alone ever since.

It seems that things are always coming up and not letting me just live peacefully. After Bill died, I had the hardest time getting Bill his military plaque for his grave – they had no record that he had been honorably discharged!!! I enlisted the help of Michael McNulty and he was successful - Bill got his plaque. In the late 1990's, they did a drive-by land appraisal and raised the value of my land 300%!!! I had my lawyer write a letter, and that got the appraised value back down to where it had

been. Just recently, they did another appraisal, and the same lawyer couldn't budge them, so I fought it myself and won. And now, here comes this bypass thing. I don't know how to fight this.

In the years since Bill has been gone, I have enjoyed my house immensely. I have a rather large garden where I grow more than enough produce for one person and that is my intention. For a low cost, I offer the fruits, or rather the veggies, of my labor to all who pass by my small honor system stand located on my sharp bend. It seems many people appreciate the inexpensive organic food they can purchase while out driving. I've talked with many of the people. Some like to take a short ride to see what's fresh, others are senior citizens with limited income. They can always come up with a few quarters to buy a tomato and a cucumber. They can get out, stretch their legs at the stand, and watch my wildlife or just talk with me about tomatoes and gardening. I have a great 10 acre untouched field with bluebird boxes on it. Innumerable birds nest in the field and the boxes, and the wildlife and I live in harmony.

Being over 100 years old may save my 'structures', but they are more than structures to me. For me, they represent the perfect place I'd like to spend the rest of my life. I sure don't want roadways changed, or parts of my land taken away from me so they can do what they want at some later date. Except for the turmoil of 'Maybe a bypass is coming someday', I live where I am peacefully.

Near me are two more 'structures', aka homes, with families living in them. Dawn Pratt lives in one of the houses and has lived here 60 years, and the Hogans - Dawn's daughter Tracy, her husband Marty, and their two young daughters - live in the other house. We feel safely sequestered in the triangle created by the thruway, the railroad tracks and the water treatment plant. One of my neighbors from Weisheit Road, Emile Therrien, cuts my fields in the spring, and does other outside jobs for me, and another neighbor, Bill Weisheit, owns the local lawn tractor fix-it placed and helps the neighbors and me with lawn mower problems. Other neighbors have come to my rescue when I've needed them. I've always felt safe in the false knowledge that no one could encroach on my own brand of serenity.

Next year, I plan on retiring and spending lots of my time at home on Clapper Road. I do have many inside interests, but owning a farm with 21 acres lends itself to unimaginable possibilities outside - so many gardens, so little time!!!

Regards,
Bonnie Foos



**LAND
CONSERVANCY**
Saving Special Places

Mohawk Hudson Land Conservancy
Saving Special Places

PO Box 567 Slingerlands, NY 12159
www.mohawkhudson.org
phone: 518-436-6346 fax: 518-320-8457

orig Lipnicky
cc Seville
Merelli
Selkie
Moguen
Kitchen

March 6, 2008

Jeffrey Lipnicky
445 Delaware Ave.
Deimar, NY 12054

Dear Jeff:

The Mohawk Hudson Land Conservancy encourages the Town to consider alternatives to the Selkirk Bypass.

It has come to our attention that there is considerable opportunity in the Vlomanskill Valley for open space protection. We are concerned that the proposed Selkirk Bypass will negatively impact this ecologically important area. There are significant areas of wet clay meadows in this area. Only recently have wet clay meadows been recognized as a distinct habitat type and considered important for biodiversity. They are an important habitat for many plant and animal species listed on New York State's list of Species of Conservation Concern. As the Town considers an Open Space Plan, we hope town officials will evaluate open space opportunities in the Vlomanskill Valley that will protect this important habitat.

We urge the Town to consider whether this bypass is needed to address the issues for which it was originally proposed. We hope the town will develop a comprehensive open space plan that balances growth with the many quality of life issues that can ONLY be achieved by the protection of natural areas in our community.

Sincerely,

Jill S. Knapp, Ph.D.
Executive Director

Cc: John Cunningham

331 Clapper Road
Selkirk, NY 12158
March 10, 2008

Honorable John H. Cunningham
Supervisor of the Town of Bethlehem
445 Delaware Avenue
Delmar, NY 12054

Dear Supervisor Cunningham:

I write to express my opinion regarding issues being discussed and the NYS Route 396 Bypass road being proposed/discussed by the Route 9W Corridor Study Committee. There has been a lot of years spent discussing the need or not of a bypass road regarding truck traffic over NYS Route 396 in Selkirk.

To begin with, Route 396 is not wide enough nor designed appropriately for the tractor-trailers/car carriers that traverse this road both in the past or at this time. The State of New York Department of Transportation should have seen the need to do something about this truck traffic long before this. The road is a State highway, however, not appropriate for these large/long trucks to be traveling through the hamlet of Selkirk. My suggestion would have been to ban truck traffic through this main Selkirk thoroughfare.

I am in opposition to the construction of the Route 396 Bypass in the alignment being considered from Route 9W/Creble Road, across the back fields and demolishing a long standing barn to provide a possible truck route to the Thruway and/or Route 144, River Road. Trucks can travel north or south on US Route 9W to enter/access the New York State Thruway. This is a US highway and therefore, designed to take traffic north and south in New York State.

In addition, there are other issues to be considered regarding this alignment as follows:

- ❖ The Local Waterfront Advisory Committee has been considering the construction of a “boulevard” roadway to connect possible construction of a riverfront hamlet with commercial and residential possibilities. This Truck Bypass would not be the type of roadway to provide access to a “quaint” riverfront area for shopping and/or commercial and residential endeavors.
- ❖ The roadway would impact the wildlife along this proposed route, as well as, create environmental hazards to anything in the area. It would result in air pollution, destruction of wildlife habitat, change the “country” setting of the area and force noise pollution to rise.
- ❖ A truck study done in 2002 showed a number of trucks traversing Route 396 a State highway, however, it is my understanding that the Callanan Industries truck traffic has been greatly reduced in this area. This has resulted in a reduction in

truck traffic on this roadway. Has a new truck study been done recently to ascertain the number of trucks now using this NYS highway?

- ❖ The CACC has been charged with working on an Open Space Plan for the Town and this “green space” area would reduce the land area available for such open space. The southern part of our Town has the largest amount of open space to be considered for conservation/preservation.
- ❖ Industrial development in the southern portion of our Town is not a reality due to no infrastructure being available. Economic development efforts have been successful both south and north, as well as, west of the Town due to existing infrastructure that encourages companies to locate in the Capital District area.
- ❖ The talk of a recession at this time and the lack of enough funding to construct a Route 396 bypass should discourage any further discussion of construction of the most costly route for any bypass. (The cost of this alignment was discussed in prior years and is the most expensive route.) Although some funding is potentially available, in these economic times, I do not see the necessity to construct this roadway.
- ❖ Considering the fact that the New York State Department of Transportation and the Thruway Authority have not been consulted or given any indication of an agreement to construct the roadway or a new Thruway interchange – as last stated at the Route 9W Corridor Study Committee meeting -- this proposal is not viable.

I cannot say I approve of the “medians” as proposed as well. I find it hard to believe that the State of New York Department of Transportation would approve having anything in the middle of this State highway to interfere with paving and snow plowing during the winter months. It would also obstruct traffic traveling both north and south on NYS Route 9W.

The proposal to construct a highway along the Thruway to move traffic behind US Route 9W and reduce the traffic on US Route 9W also seems fiscally imprudent. We are all attempting to save money at this time and the talk of a recession makes this an “impossible dream” in my eyes. I do not think it appropriate to expect developers, albeit it commercial or residential, to pay for such construction.

Having lived in the Selkirk area, more specifically on Clapper Road, for more than 58 years, this proposal would drastically change the character and charm of this rural/suburban area. Therefore, I am opposed to the construction of the middle alignment for the Truck Bypass as it is proposed and the other issues mentioned in this letter by the Route 9W Corridor Study Committee.

Sincerely,

Kathleen A. Newkirk
Resident of Selkirk

cc: Town Board Members
Route 9W Corridor Advisory Committee

March 4, 2007

Jeffrey Lipnicky
Town Planner
Town of Bethlehem, NY

Dear Mr. Lipnicky and The Route 9W Study Advisory Committee,

Please reconsider the proposed routes for the Selkirk Bypass Alignment and Thruway Interchange. I hate to see highway development encroach upon our lands and our neighbors lands, across open farm land and historic homesteads, across the Vlomankill, across hydric soils and federal wetlands which provide habitat for multitudes of flora and fauna. I understand there are quality of life issues with the truck traffic on Maple Avenue, but with the proposed bypass there will surely be detrimental effects to the community of residents along Clapper and Weisheit Road. The proposed route has unanswered questions:

- How does the plan account for the number of residences effected by the bypass and new interchange?
- Why does the proposed routes seem to contradict the Town's plan for Farmland and Open Space Protection Program?
- What is the justification and feasibility for an additional thruway interchange between Exit 22 and Exit 23?
- What are the benefits that weigh against costs to the tax payers and the detriment to our town's open spaces?
- Why is the Southern Route not the "preferred" option?
- Could options for truck routing in the railroad right-of-way be explored?
- Could options for improving Wemple Road or Beaver Dam Road in lieu of a bypass be explored?

It is my sentiment, and I am not alone, that the proposed bypass will forever and irrevocably alter our community and provides us no benefit. I ask that the proposed route be removed from the 9W Study.

Thank you for your time.

Sincerely,

Paul Nickerson
160 Weisheit Road
Selkirk, NY 12158
518-542-6565

COMMITTEE AGAINST THE BYPASS

August 27, 2008

Supervisor Jack Cunningham;
Members of the Bethlehem Town Board
Bethlehem Town Hall
Bethlehem, NY. 12054

Dear Supervisor Cunningham, and Members of the Town Board;

We understand the 9W Corridor Study Committee plans to vote for the “preferred route” for a so-called Selkirk By-pass (more recently named the Creble Rd. Ext.), extending from Creble Road, through the Weisheit and Clapper Road communities at a new Thruway exchange, and ending at Rt. 144 near the Job Corps. We sensed strong opposition to this project in the community. Accordingly we circulated a petition (“No Selkirk Bypass”) which concludes, *“We do not want a Selkirk bypass anywhere. Please use the money for something productive, such as improving current state routes.”* As of the date of this letter, 440 members of the Bethlehem community, the majority live in the Selkirk area, have signed the Petition, copies of which are attached.

It should be noted that the sentiment in the Selkirk community is overwhelmingly against the so-called Selkirk Bypass. People who carried the petition noted that approximately 95% of the people who were approached did sign the petition. There is a wide spread belief that the project will do little to improve conditions in Selkirk, but instead will destroy neighboring communities on Weisheit and Clapper Roads. People from the hamlet of Selkirk and those communities affected by the change think that it is unfair to use problems in one community as an excuse to destroy a neighboring community. It is believed that the real purpose of the project is, and always has been, to lure industry to this area. What is now a pastoral reserve will forever be changed with traffic and congestion that industrial development will bring. There is a great concern in spending more than 30 million dollars on this project, when far more pressing matters of infrastructure need attention. The “spend and industry will come” mentality that this project represents is greeted with overwhelming skepticism. “If you spend and industry doesn’t come where will that leave us – deep in debt like Malta without the AMC Chip Plant?” This is an especially relevant question in this downturn of the state economy.

On behalf of the people who signed the petition we urge you not to approve this “preferred route”, and to rather consider the economic advantages of keeping the space green. This is why the CACC Advisory Committee was created, and CACC has not been heard from. Most of those who signed the petition feel that there was never an open and

fair process by which this route was selected as “preferred”. The only sense in which this route was “preferred” was by the planners.

We ask that you, the Supervisor and Town Board members, consider what the people want, particularly those in the area affected by this proposal. The signatures on the petition speak eloquently. If you consider the proposed plan in light of these petitions we are confident that you will not move forward.

Respectfully submitted,

Anthony DeLuca
Stephen Downs
Lisa Evans
Eugene Hoffert
Appleton Mason, III
Dawn Pratt
William Weisheit
Harry Wilbur
Stephen Wiley

Lisa L. Evans
177 Barent Winne Rd.
Selkirk, NY 12158\

September 19, 2008

Jeffrey Lipnicky
Town Hall
443 Delaware Ave.
Delmar, NY 12054

Jeff
Dear Mr. Lipnicky:

I am writing to you in your role as lead staff for the 9W Corridor Study. On August 27, 2008 petitions containing 440 signatures opposing a Selkirk By Pass were presented to the Town Board. This is significant resident opposition to a plan the Town continues to pursue.

Please find a copy of the petition , a copy of the remarks made to the Town Board when the petitions were presented, as well as a copy of an article that appeared in Spotlight. Please share this information with committee members as they continue to their deliberations regarding the bypass.

Thank you.

Sincerely,

lis
Lisa L. Evans

Village Square Homeowners Association
PO Box 213
Glenmont, NY 12077
March 25, 2008

Mr. Jeffrey Lipnicki
Town Planner
Department of Economic Development and Planning
445 Delaware Avenue
Town of Bethlehem
Delmar, NY 12054

RECEIVED
MAR 31 2008
DEDP
TOWN OF BETHLEHEM

Dear Mr. Lipnicki:

The Board of Directors of the Village Square Homeowners Association (VSHA) at Dowerskill Village appreciates having the opportunity to comment on the preliminary proposals of the Route 9W Corridor Linkage Study.

The VSHA manages recreation facilities and other common properties for its membership of over 120 homes in the initial parts of the Dowerskill Village Planned Unit Development. Many of our homeowners are regular travelers of Route 9W.

The Town of Bethlehem is to be commended for undertaking a study like this to evaluate the needs and opportunities for improvements in the Route 9W corridor. The results of the study will allow future developers to understand what is expected of them as they develop plans for growth that will affect travel along 9W.

Those of us who travel on 9W understand that priority areas for improvements are the high traffic areas like the intersection with Feura Bush Road. While the preliminary study appropriately focuses on such areas, it is good to see that some attention has been given to including in the plan recommendations for improving travel along Hague Boulevard. Hague Boulevard runs right by the VSHA recreation facilities and through the middle of the homes in the Village Square Homeowners Association.

Several years ago the Town Board was good enough to approve the Association's request for a stop sign at the intersection in front of the Association recreation facilities. Having vehicles stop there has reduced the potential for accidents, but still we have too many vehicles that speed up and down Hague Boulevard bringing with them greater risk of accidents with pedestrians, bike riders and other drivers. Given this situation, the VSHA Board was pleased to see in the preliminary 9W Study that a recommendation was made to "Install traffic calming elements on Hague ". Please keep this good recommendation in the final Study recommendations.

In reviewing the preliminary 9W Study our Board noted that the Figure 4 – Conceptual Cross –Section Transect Wemple Road to Creble Road Section showed sidewalk improvements from Wemple to Jericho Road and then along the parts of Jericho Road and Elm Avenue East in the map. In the Table 4 Description of Proposed Actions for this section of 9W the comments section on this proposed action notes that “Sidewalks along Jericho and Elm Roads will encourage walking between neighborhoods along these roads and the Wemple Road Rural Hamlet area Route 9W.” The section of that same Table addressing the subject of Transit also lists the proposed action to “Support the potential for future transit service through enhanced pedestrian and bicycle access and improved site design.” It would seem that the same reasoning and benefits would apply no less to the establishment of a sidewalk along Hague Boulevard. The VSHA Board of Directors has discussed the benefits of installing a sidewalk along Hague Boulevard and has voted to request that consideration be given to including the proposed action of installing a sidewalk along Hague Boulevard in finalizing the 9W Study.

We do understand that such installation would involve significant cost, as do most of the proposed actions in the preliminary 9W Study. We understand that installation of many of the proposed actions would be made primarily as part of future development and where possible supported by funding from other sources beyond the Town. For just these reasons it is desirable to include proposed actions such as a potential Hague Boulevard sidewalk in the 9W Study at this time. This will insure that the desirability of such pedestrian improvements can be considered by the downstate absentee owners when they design the development of the significant footage of undeveloped land along the upper part of Hague Boulevard. Including a potential Hague sidewalk in the 9W Study will also improve the chances to obtain outside funding for this improvement from Federal, State and other funding sources.

In closing we again would like to express our appreciation for the good work that has been done in the preliminary 9W Study and for including the traffic calming recommendation that can bring greater safety to all of us traveling on Hague Boulevard whether by walking, jogging, pushing a stroller, bicycling or driving another motor vehicle. We ask that your favorable consideration be given to furthering the safety of our neighborhood and the effectiveness of the Transportation Plan for the 9W Corridor, by including in the Plan the proposed action of a sidewalk along Hague Boulevard, as well as the ones for Jericho Road and Elm Ave East.

Thank you.

Sincerely,



Tom Fiesinger

President, VSHA

03/13/2008 01:00
PM

To <jlipnicky@townofbethlehem.org>
cc
Subj Public input
ect

Lisa L. Evans
177 Barent Winne Rd.
Selkirk, NY 12158\

September 19, 2008

Jeffrey Lipnicky
Town Hall
443 Delaware Ave.
Delmar, NY 12054

Jeff
Dear Mr. Lipnicky:

I am writing to you in your role as lead staff for the 9W Corridor Study. On August 27, 2008 petitions containing 440 signatures opposing a Selkirk By Pass were presented to the Town Board. This is significant resident opposition to a plan the Town continues to pursue.

Please find a copy of the petition , a copy of the remarks made to the Town Board when the petitions were presented, as well as a copy of an article that appeared in Spotlight. Please share this information with committee members as they continue to their deliberations regarding the bypass.

Thank you.

Sincerely,

lis
Lisa L. Evans

orig. Lipnicky

RECEIVED

MAR 11 2008

TO SUPERVISOR'S OFFICE

cc Fessella
Morelli

EMILE J. THERRIEN

185 Weisheit Road
Selkirk, New York
12158

March 9, 2008

To whom it may concern:

After looking at the new Selkirk By-pass preferred corridor map, I had to respond. Preferred by whom? Certainly not the people who live in that area, or the people who own the historic home that was built in the early 1800's who recently had it restored completely, which the map shows the by-pass going right through it.

We already have two roads running from 9W to Rte 144 not a mile apart - Wemple and Clapper. We certainly don't need another one in the same area.

Instead of tearing up miles of undeveloped lands, including wet lands which the town says they want to preserve, and building three or more costly bridges, why not go with the southern most by-pass which was voted on years ago. The one between the old Wickes Lumber Company on 9W to the entrance of Texas Eastern. When I questioned Terry Egan about this, she said that she had a petition signed by 350 residents on Rte 396 who didn't want it in their back yards. First of all, I don't believe that there are 350 residents on Rte 396 between 9W and Rte 144 let alone on just the southern most part of the road. From Thatcher Street to the RR tracks by the fire house there are already RR tracks behind the homes. From the tracks to Texas Eastern there are only a few homes where it would be in their back yard.

This route would get trucks off 9W quicker especially trucks coming from Ravena Coeymans area, La Farge Cement Plant, Callanan Industries, Creble Road etc., as they are now driving all the way up Rte 9W to get to the thruway-exit 23 (if they are going north or on to 787).

I believe the southern route had a price tag around 7 million when it was voted on. With money getting tighter and time wasting away, it's worth looking into.

Sincerely,



Emile J. Therrien

orig Lippincott
is Seville
Merelli

EMILE J. THERRIEN

185 Weisheit Road
Selkirk, New York
12158

March 9, 2008

To whom it may concern:

After hearing that George LaVelle said that the people in the Weisheit Road - Clapper Road community wanted to sell their land and move out- so no one was being inconvenienced by the by-pass upset me to no end and is a total lie. I know most people on these roads and I can tell you that over 90% of them were either born here or lived here for most of their lives, including myself, living here for the past 79 years ~~and~~ ^{on land} owned by my ancestors from the 1800's and we do not want to sell or move out!!!

Sincerely,

Emile J. Therrien

Emile J. Therrien

**US 9W
TRANSPORTATION AND
LAND USE STUDY**

Summary of Public Input from
The Selkirk Bypass Alternatives Workshop
held on March 22, 2007 at the Becker Elementary School

Prepared by the
Capital District Transportation Committee
And Wilbur Smith Associates

For the
Town of Bethlehem

May 24, 2007

BACKGROUND

Building on the Town of Bethlehem's Comprehensive Plan and the New York State Department of Transportation's (NYSDOT's) project development work for the Selkirk Bypass, the *Route 9W Corridor Study* is moving toward developing a transportation plan that will guide the development of a multi-modal transportation system that is supportive of the town's economic development goals, and respects and strengthens residential neighborhoods along the corridor. One of the study's objectives calls for a review of the feasibility of constructing a new road to bypass Maple Avenue in the hamlet of Selkirk (the Selkirk Bypass). The study team has identified three different bypass options that could improve safety and quality of life for residents who live along Maple Avenue and to support the Town's land use and transportation vision for the corridor.

A second public workshop of the *US 9W Transportation and Land Use Study* was held on March 22, 2007 at the Becker Elementary School. The purpose of the workshop was to provide the community with technical information gathered thus far for three Selkirk Bypass alignment alternatives. In return, the study team asked participants to fill-out a ratings sheet to evaluate how well they thought the three Selkirk Bypass alternatives satisfied the study's planning objectives established for the Selkirk Bypass.

More than 100 Bethlehem residents attended the workshop. Most, roughly 50 percent of participants, live in the Selkirk area. Glenmont residents comprised about 30 percent of workshop participants, Clapper Road area residents made up 15 percent of the group, and the remaining 5 percent lived elsewhere in Town. Of the over 100 participants, 54 returned the ratings sheet, representing a 54% response rate of those surveyed.

Background material that provided context for the workshop is set forth in the report, *Draft US 9W Profile, Selkirk Bypass Review of Prior Work* and the workbook prepared for this workshop. Both documents are posted on the Town's website. The workbook is included as Appendix A of this report.

This report provides a summary of the ratings sheet responses. The responses were disaggregated and grouped according to a self-reported neighborhood area (Selkirk, Glenmont, Clapper Road) in order to control for some of the geographical bias. The first section of the report summarizes the responses from the meeting regarding the participants' perception of the relative importance of the planning principles. The next section explores respondents' ratings of the ability of each alternative alignment to meet each principle. The final section briefly summarizes the open-ended comments that were provided by workshop participants.

COMMUNITY REACTION TO THE PROPOSED GUIDING PRINCIPLES

Five planning principles or objectives were designed to help guide the evaluation of the three bypass options. These principles were presented to the workshop participants for comment. For each guiding principle, each participant was offered three options to express their opinion: “Critical Importance”; “Important, Not Critical”; and “Not Important”. In the analysis, the responses were displayed as “100% Stacked columns” which provide one way to visually represent the relative rankings of each principle. The coloring format used in these charts, shown on the next page, provides a method of viewing the principles side-by-side comparing them according to the percent of respondents who find the principle *Important* (“critical importance” and “important, not critical”) versus *Not Important*.

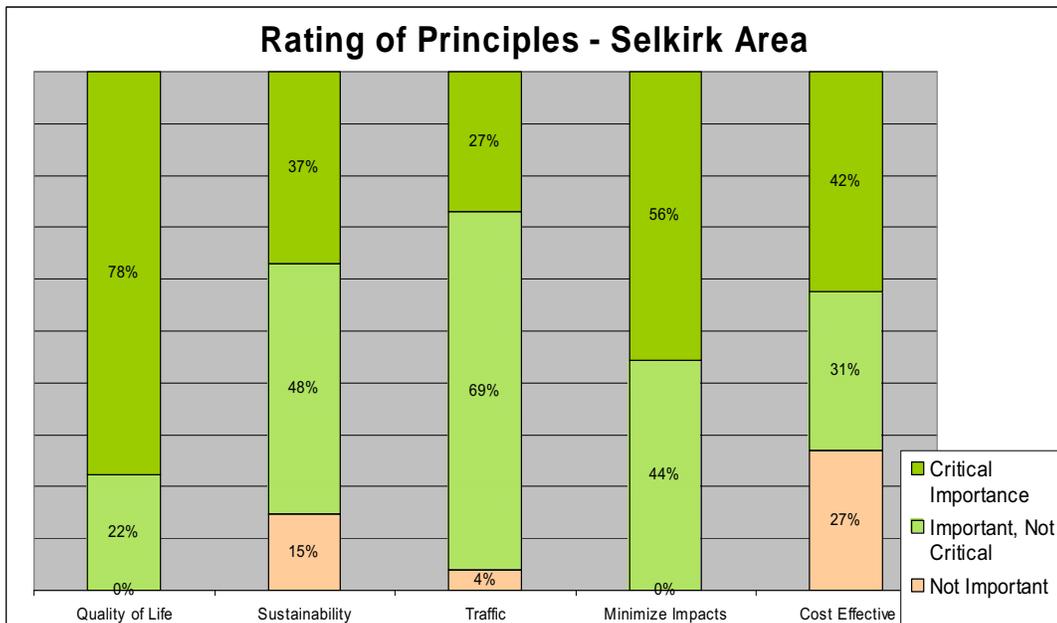
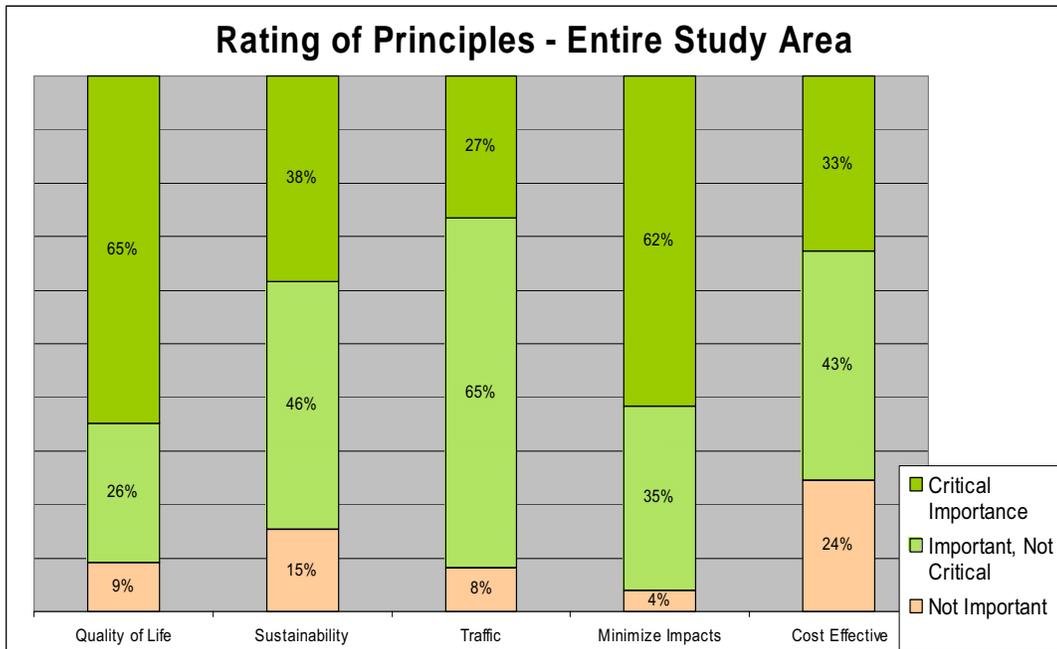
Planning Principles Used to Assist in Evaluation of Selkirk Bypass Alignment Alternatives

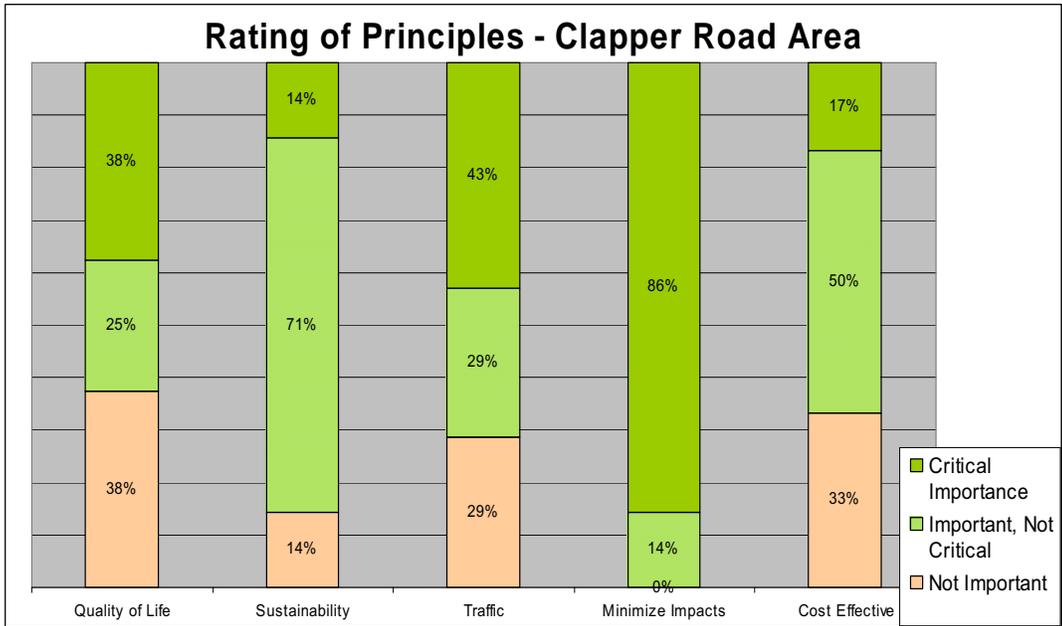
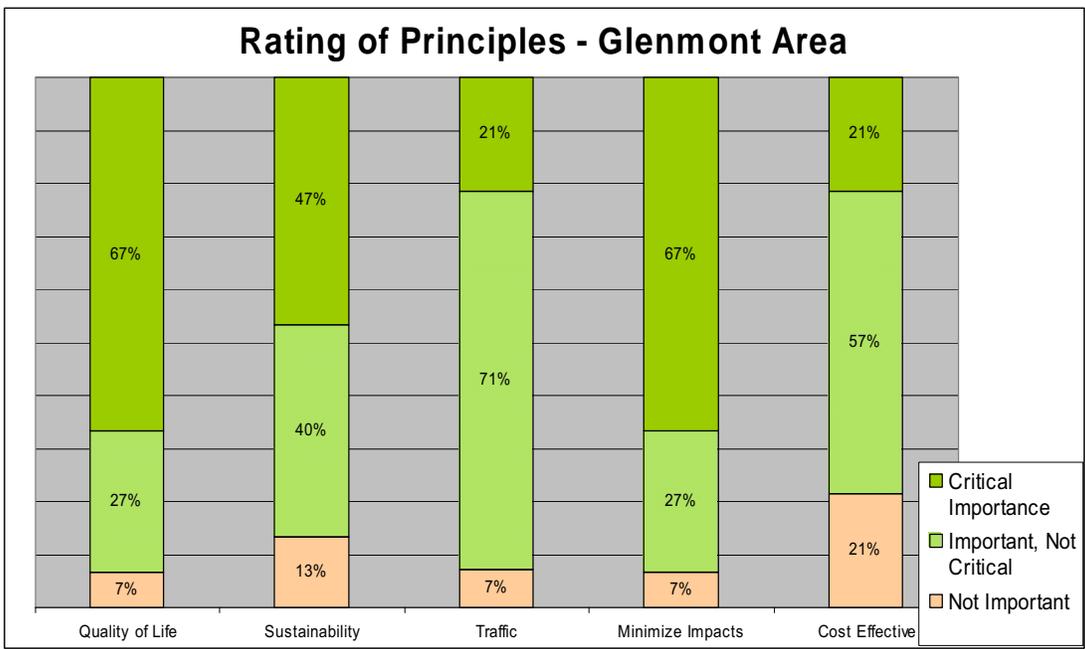
- ***Improve livability and quality of life*** of the Maple Ave Neighborhood by removing tractor-trailer through traffic
- ***Establish sustainable economic development opportunities*** in the Route 9W Corridor area that are consistent with the Town’s Comprehensive Plan and amended zoning law
- ***Reduce 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 opportunity for a ***cost effective*** option that has a strong potential for stimulating desired ***private sector investment and participation***

Rating of Principles

Workshop participants generally considered all five principles to be important. Respondents seemed to be especially supportive of actions that would improve the livability of the Maple Avenue neighborhood and that would be the least disruptive, even if it meant choosing a more expensive alternative.

As shown in the attached charts, the priorities of each of three corridor neighborhoods were similar. Residents want the three neighborhoods to see a project that improves their quality of life while keeping impacts to a minimum. Cost is important but concerns them the least.



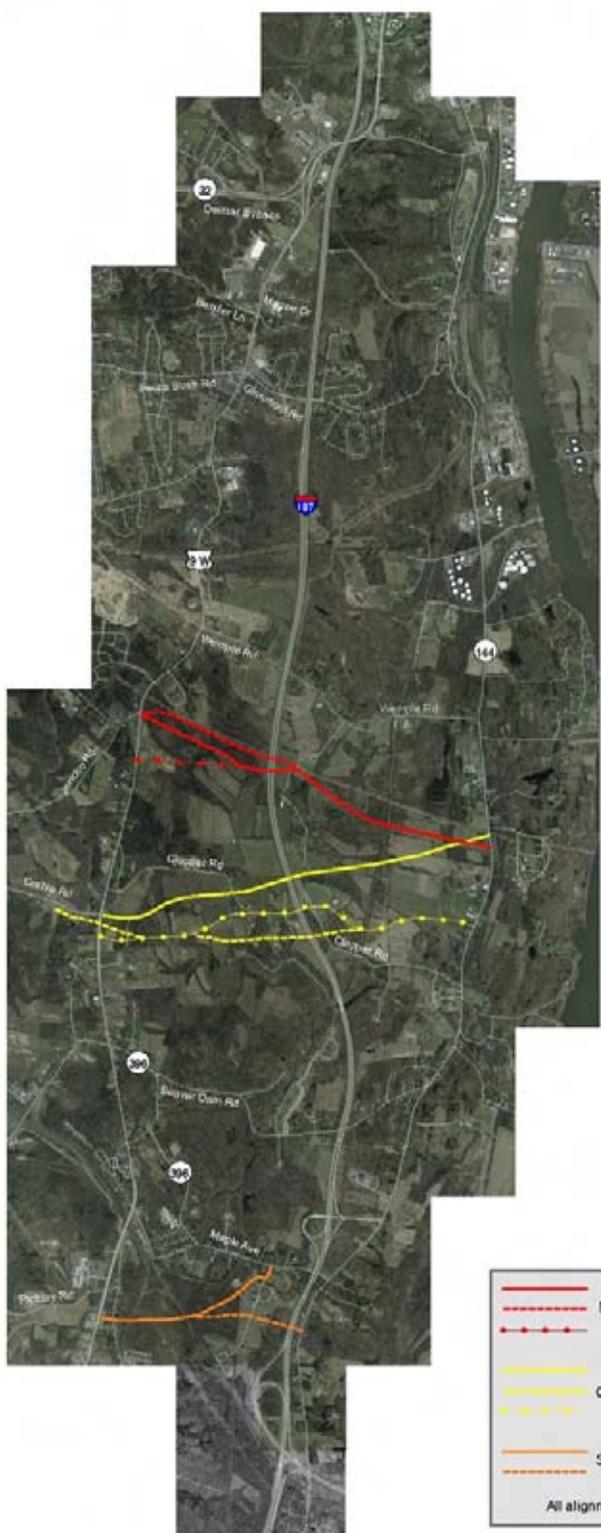


EVALUATION OF ALTERNATIVE ALIGNMENTS

This section reports on the preferences for each alignment option. This was determined through a rating of each alignment option according to its *ability to achieve* each stated guiding principle. For each of the three alignment alternatives, the participant was given the option of rating whether it “Best Achieves”, “Should Achieve”, or “Does Not Achieve”. The same “100% Stacked Columns” chart style was used to compare the alternatives side-by-side.

This rating system does not explicitly lead to an endorsement of any specific alignment option. The rating of *most preferred* is decided upon based on the individual's perception of each alternative's ability to best achieve the guiding principles, it is not necessarily stating that this is the alignment they want. The ratings sheet did not provide an option for the respondent to state their personal choice for the alignment. This was addressed by many of the respondents in their comments on the bottom or back of the scoreboard.

Route 9W/Selkirk Bypass Alignment Alternatives



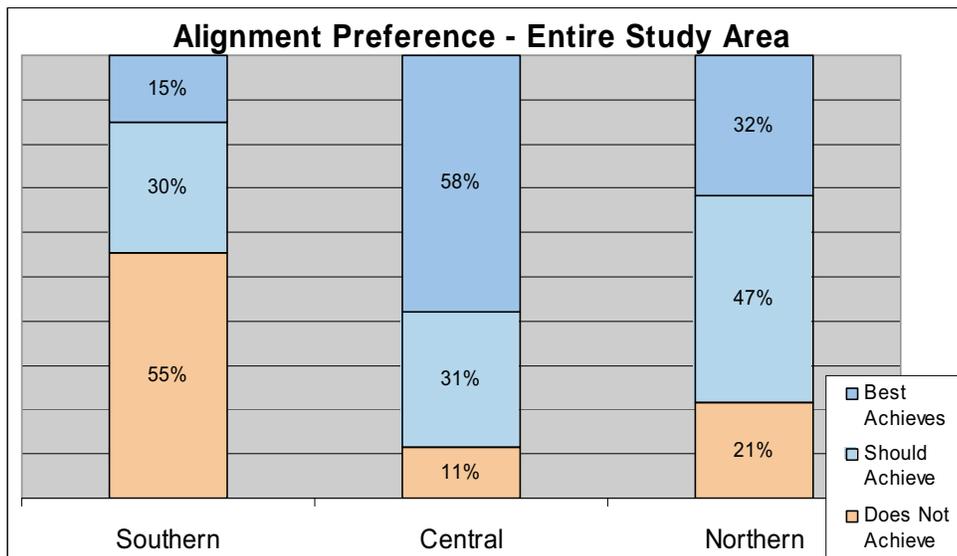
- North Alignment Alternatives
- North Alignment Alternatives
- Central Alignment Alternatives
- Central Alignment Alternatives
- South Alignment Alternatives
- South Alignment Alternatives

All alignments are approximate

All Respondents - Alignment Ratings

The **central alignment** received the highest rating relative to meeting the principles with 58% of respondents assigning “Best Achieves” as averaged across all five principles. When the selection of “Should Achieve” is added, an average of 89% (“Best Achieves” + “Should Achieve”) of the respondents indicate that the central alignment has the strongest chance of meeting the stated principles. Seventy percent (70%) of the respondents view this option as the best alternative for alleviating the traffic on 9W. Averaged across all 5 principles, 11% of respondents assigned a rating of “Does Not Achieve” to the **central alignment**, while 55% and 21% assigned this rating to the **southern and northern alignment**, respectively.

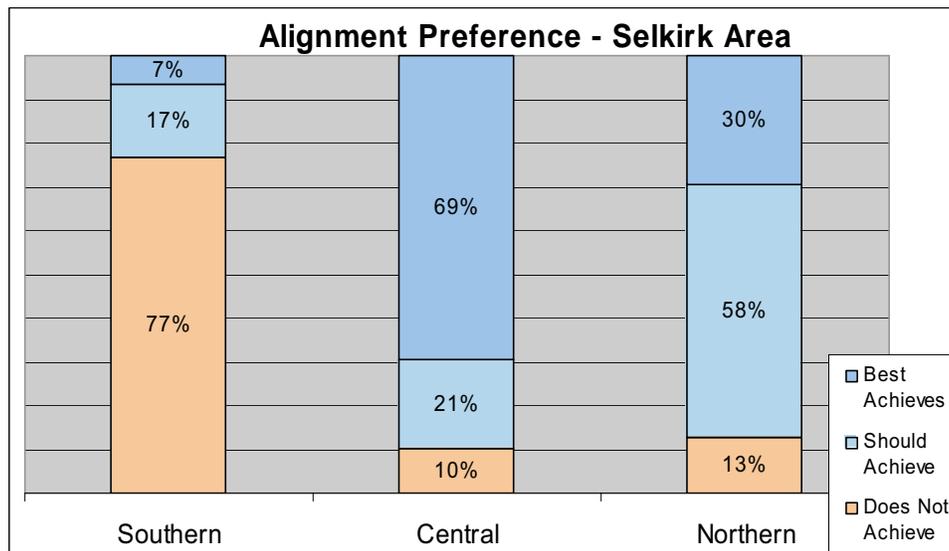
Rating of Alternative Alignments									
All Respondents 100% of Respondents									
	Southern Alignment			Central Alignment			Northern Alignment		
	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve
Quality of Life	17%	39%	43%	65%	27%	8%	38%	38%	24%
Sustainability	7%	22%	72%	57%	35%	8%	38%	51%	11%
Traffic	13%	29%	58%	70%	24%	6%	18%	53%	29%
Minimize Impacts	33%	33%	33%	37%	37%	26%	23%	45%	32%
Cost Effective	4%	24%	71%	62%	30%	9%	42%	47%	11%
AVERAGE	15%	30%	55%	58%	31%	11%	32%	47%	21%



Selkirk Area – Alignment Preference

The **central alignment** received the highest rating relative to meeting the principles with 69% of Selkirk respondents assigning “Best Achieves” as averaged across all five principles. When the selection of “Should Achieve” is added, an average of 90% (“Best Achieves” + “Should Achieve”) of the Selkirk respondents indicate that the central alignment has the strongest chance of meeting the stated principles. Eighty one (81%) of these respondents view this option as the best alternative for alleviating the traffic on 9W. Averaged across all 5 principles, 10% of Selkirk respondents assigned a rating of “Does Not Achieve” to the **central alignment**, while 77% and 13% assigned this rating to the **southern and northern alignments**, respectively.

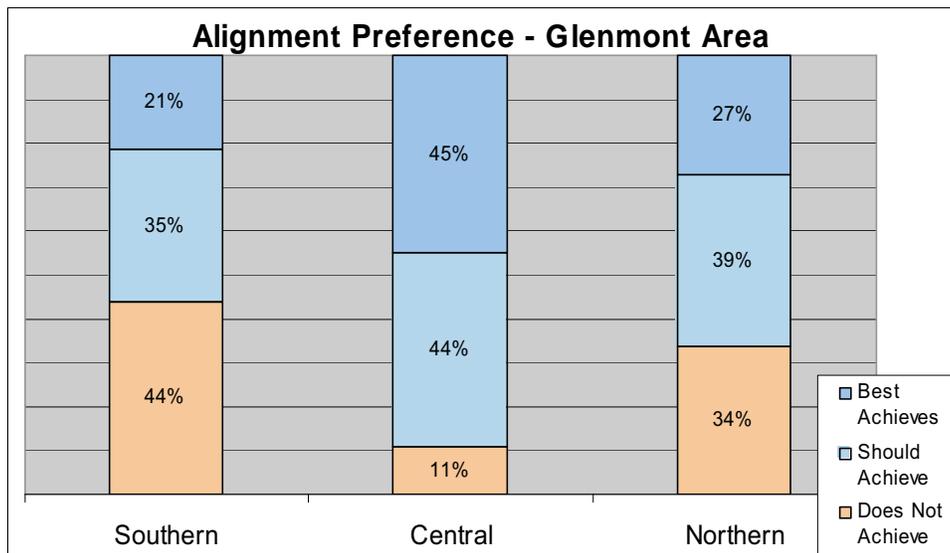
Rating of Alternative Alignments									
Selkirk Area Respondents									
50% of Respondents									
	Southern Alignment			Central Alignment			Northern Alignment		
	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve
Quality of Life	9%	27%	64%	80%	16%	4%	41%	45%	14%
Sustainability	0%	5%	95%	64%	32%	4%	33%	62%	5%
Traffic	5%	24%	71%	81%	15%	4%	10%	71%	19%
Minimize Impacts	19%	24%	57%	52%	17%	30%	26%	52%	22%
Cost Effective	0%	5%	95%	70%	22%	9%	38%	57%	5%
AVERAGE	7%	17%	77%	69%	21%	10%	30%	58%	13%



Glenmont Area – Alignment Preference

The **central alignment** received the highest rating relative to meeting the principles with 45% of Glenmont respondents assigning “Best Achieves” as averaged across all five principles. When the selection of “Should Achieve” is added, an average of 89% (“Best Achieves” + “Should Achieve”) of the Glenmont respondents indicate that the central alignment has the strongest chance of meeting the stated principles. Fifty three (53%) of these respondents view this option as the best alternative for alleviating the traffic on 9W. Averaged across all 5 principles, 11% of Glenmont respondents assigned a rating of “Does Not Achieve” to the **central alignment**, while 44% and 34% assigned this rating to the **southern and northern alignments**, respectively.

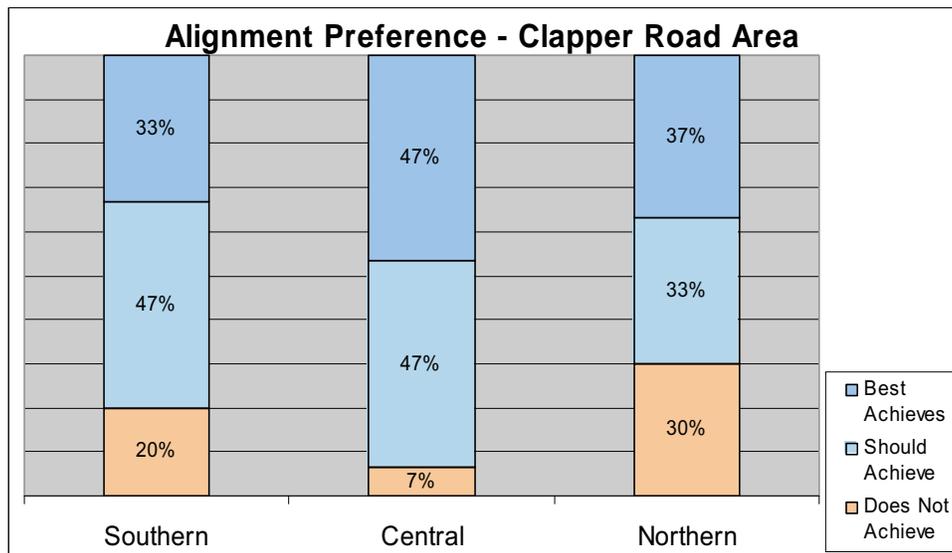
Rating of Alternative Alignments									
Glenmont Area Respondents 28% of Respondents									
	Southern Alignment			Central Alignment			Northern Alignment		
	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve
Quality of Life	27%	40%	33%	50%	43%	7%	29%	36%	36%
Sustainability	7%	33%	60%	40%	47%	13%	33%	53%	13%
Traffic	20%	33%	47%	53%	40%	7%	27%	27%	47%
Minimize Impacts	47%	40%	13%	29%	50%	21%	13%	33%	53%
Cost Effective	7%	27%	67%	53%	40%	7%	33%	47%	20%
AVERAGE	21%	35%	44%	45%	44%	11%	27%	39%	34%



Clapper Road Area – Alignment Preference

The **central alignment** received the highest rating relative to meeting the principles with 47% of Clapper Road Area respondents assigning “Best Achieves” as averaged across all five principles. When the selection of “Should Achieve” is added, an average of 94% (“Best Achieves” + “Should Achieve”) of the Clapper Road area respondents indicate that the central alignment has the strongest chance of meeting the stated principles. Sixty seven (67%) of these respondents view this option as the best alternative for alleviating the traffic on 9W. Averaged across all 5 principles, 7% of Clapper Road area respondents assigned a rating of “Does Not Achieve” to the **central alignment**, while 20% and 30% assigned this rating to the **southern and northern alignments**, respectively.

Rating of Alternative Alignments									
Clapper Area Respondents 15% of Respondents									
	Southern Alignment			Central Alignment			Northern Alignment		
	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve	Best Achieves	Should Achieve	Does Not Achieve
Quality of Life	33%	50%	17%	33%	50%	17%	17%	33%	50%
Sustainability	33%	50%	17%	67%	33%	0%	67%	0%	33%
Traffic	33%	33%	33%	67%	33%	0%	17%	50%	33%
Minimize Impacts	50%	33%	17%	17%	67%	17%	33%	50%	17%
Cost Effective	17%	67%	17%	50%	50%	0%	50%	33%	17%
AVERAGE	33%	47%	20%	47%	47%	7%	37%	33%	30%



COMMENTS

Many of the respondents included comments on the bottom or back of their scorecard. Reading these, they seem to support the previous findings indicating a preference for the central alignment.

Main Comments

- “FORGET THE SOUTHERN ROUTE!!!”
- “Central Route is the best option.”
- “The CENTRAL alternative best meets the initial goal of a true Selkirk bypass. Trucks crossing 9W from Creble Rd. would best reduce the traffic on 9W.”
- “Preferred option is the "Central" option. Best chance for it to succeed with least impact on existing residential neighborhoods.”

There were a few concerns expressed by Clapper Road area residents. These are mainly concerned with the proximity of this alignment alternative to their property or their households.

Clapper Road Comments

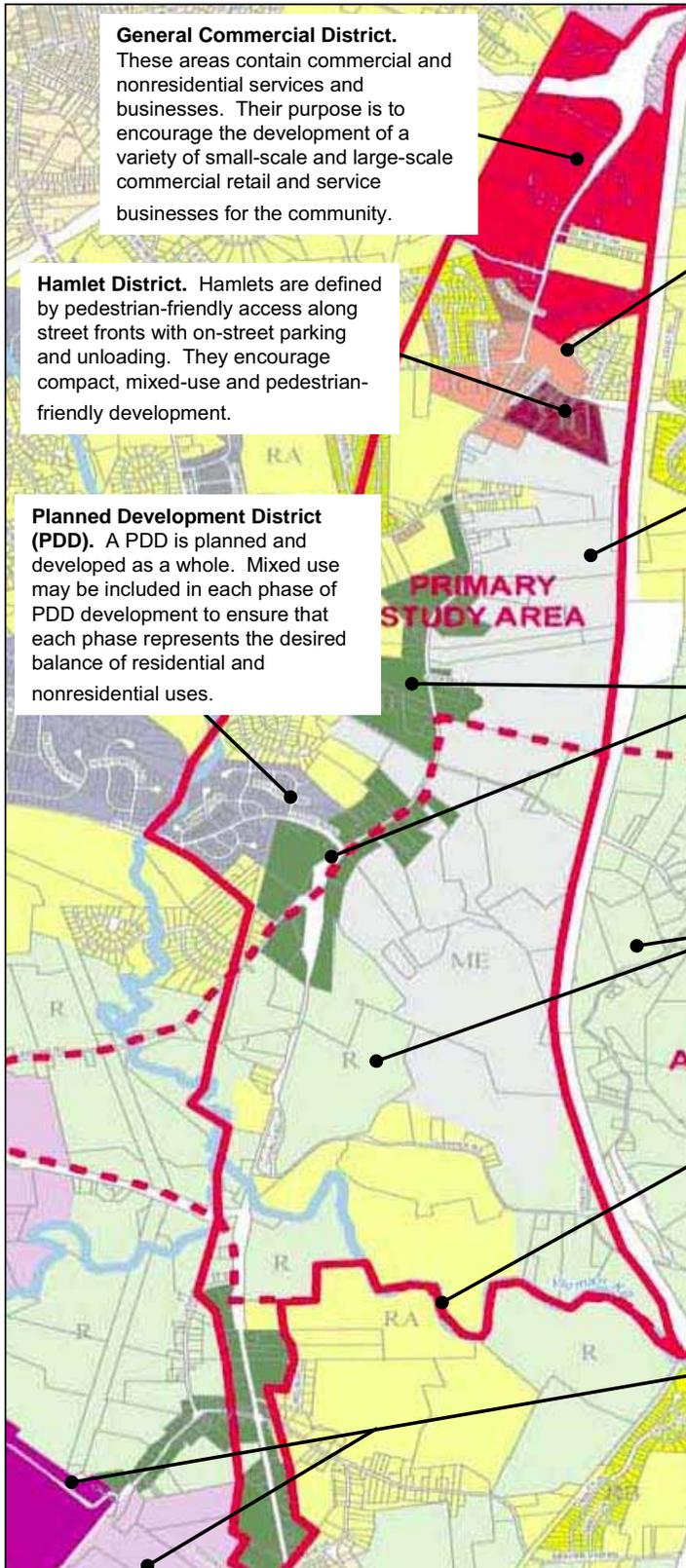
- “Southern - Best for my purposes. Central - This would put a truck route on my doorstep. Northern - Turns potential property into highway.”
- “I live in Clapper Farm, a historic property, whose house was built in 1840 and barns in 1880's. Your yellow dashed line goes right THROUGH my house and barns. THAT'S what's important to me - PLEASE consider not tearing down my historic property.”

Appendix I: Current Zoning & Future Land Use Vision

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Future Land Use Vision & Current Zoning



General Commercial District. These areas contain commercial and nonresidential services and businesses. Their purpose is to encourage the development of a variety of small-scale and large-scale commercial retail and service businesses for the community.

Hamlet District. Hamlets are defined by pedestrian-friendly access along street fronts with on-street parking and unloading. They encourage compact, mixed-use and pedestrian-friendly development.

Planned Development District (PDD). A PDD is planned and developed as a whole. Mixed use may be included in each phase of PDD development to ensure that each phase represents the desired balance of residential and nonresidential uses.

Commercial Hamlet District. These contain medium-scale businesses and essential service in close proximity to residential neighborhoods. The purpose of this district is to encourage compact commercial development in neighborhood commercial centers.

Mixed Economic Development District. The purpose of this district is to encourage treatment of individual lots as part of an integrated plan for development of planned office, industry, service, small-scale retail, technology based businesses, and accessory residential uses.

Rural Hamlet. These areas are adjacent to rural lands and active agricultural uses. They contain small-scale businesses and essential services. The purpose of this district is to encourage compact commercial and residential development in rural neighborhoods.

Rural District. The rural character of these areas is highly valued and contributes to the overall quality of life in the Town. This designation balances the preservation of their character with appropriate types of development.

Residential "A" District. These are characterized by traditional suburban residential development as well as some active agricultural land facing growth pressures. The purpose of this district is to protect the residential viability of established residential settlements.

Heavy Industrial and Rural Light Industrial Districts. The dominant use in this area is manufacturing, assembly, processing and transportation related. The purpose of these districts is to encourage the development of industrial uses that require trucking or rail transportation to move goods and materials. The viability of rail transport and location of the Selkirk Rail Yards makes these particular districts critical to the local economy.