

#44, SITTERLY ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS: TOWNS OF HALFMOON AND CLIFTON PARK

<p>LOCATION: US 9 to Crossing Blvd DESCRIPTION: Installation of a paved multi-use path with a five foot buffer on the north side of the road, some drainage work at driveways CATEGORY: Bike/Ped COST: \$1.21 M LIFE: 30 Years SPONSOR: Town of Halfmoon CURRENT CONDITION: 7, currently no bike/ped facilities FUNCTIONAL CLASS: Urban Collector AADT: 12,500 ON PRIORITY NETWORK(S): Bike/Ped</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;">WEIGHTED SCORE*</td> <td style="text-align: right; border-bottom: 1px solid black;">30</td> </tr> <tr> <td>MARKET POTENTIAL</td> <td style="text-align: right;">A</td> </tr> <tr> <td>COST EFFECTIVENESS</td> <td style="text-align: right;">A</td> </tr> <tr> <td>SAFETY</td> <td style="text-align: right;">A</td> </tr> <tr> <td style="border-top: 1px solid black;">ANNUALIZED COST (\$k/yr)</td> <td style="text-align: right; border-top: 1px solid black;">\$88</td> </tr> </table> <p style="font-size: small; margin-top: 5px;">*All benefits were translated to a qualitative rating of A, B, or C with A being high and C being low. Weighted score points were assigned as follows: A+=7, A=6, A-=5, B+=4, B=3, B-=2, C+=1, C=0. Market potential and Safety are worth 2X Cost effectiveness.</p>	WEIGHTED SCORE*	30	MARKET POTENTIAL	A	COST EFFECTIVENESS	A	SAFETY	A	ANNUALIZED COST (\$k/yr)	\$88
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CONGESTION RELIEF: No measurable reductions in excess delay. VMT reduced by 17,550.
AIR QUALITY BENEFIT: Volatile organic compounds reduced by 7 KG/year and NOx reduced by 9 KG/year.
ENVIRONMENTAL MITIGATION: Within 0.25 miles of a water feature, an aquifer and Class 1 & 2 Soils
REGIONAL SYSTEM LINKAGE: Would offer an off-road link between Clifton Park and Halfmoon.

LAND USE COMPATIBILITY (PLANNED OR EXISTING): Town of Halfmoon Comprehensive Plan and Final GEIS, Halfmoon Trails Master Plan, Exit 9 Land Use and Transportation Study
CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT: Would improve the walking environment in a higher density residential area.
ENVIRONMENTAL JUSTICE: Minority
BUSINESS OR HOUSING DISLOCATIONS: None anticipated. ROW will be needed.

<p>FACILITATES: BICYCLING – Y: off road bike path WALKING – Y: off road bike path</p>	<p>TRANSIT USE – N/A GOODS MOVEMENT – N/A INTERMODAL TRANSFERS – N/A</p>
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SPONSOR PRIORITY: High
SCREENING ISSUES: None
OTHER CONSIDERATIONS: The Linkage study recommendations suggest that a more detailed study of all modes of transportation along Sitterly Road be undertaken.