

#3, MADISON AVENUE ROAD DIET TRAFFIC SIGNALS IMPLEMENTATION CITY OF ALBANY

<p>LOCATION: North Allen Street to Partridge Street for construction, design from North Allen to Delaware/Lark.</p> <p>DESCRIPTION: Signal upgrades to improve the efficiency and safety of the roadway network. Traffic signal coordination and other technology will provide benefits to drivers, bicyclists, pedestrians and transit.</p> <p>SET-ASIDE: RG39 (ITS for Local Traffic Signals)</p> <p>COST: \$ 308,000 LIFE: 7 years</p> <p>SPONSOR: City of Albany</p> <p>PAVEMENT CONDITION: Ranges from 5 to 6.</p> <p>FUNCTIONAL CLASS: Urban Principal Arterial</p> <p>AADT: 1,5000</p> <p>ON PRIORITY NETWORK(S): Transit, ITS, Bike/Ped, Access Mgmt.</p>	<table> <tr> <td>BENEFIT/COST RATIO</td><td>12.6</td></tr> <tr> <td>TOTAL BENEFITS (\$k/yr)</td><td>\$ 530</td></tr> <tr> <td>SAFETY</td><td>\$443</td></tr> <tr> <td>TRAVEL TIME</td><td>\$71</td></tr> <tr> <td>OPERATING/ENERGY*</td><td>\$16</td></tr> <tr> <td>ENERGY/USER</td><td>\$0</td></tr> <tr> <td>LIFE CYCLE VALUE</td><td>\$0</td></tr> <tr> <td>OTHER</td><td>\$0</td></tr> <tr> <td>ANNUALIZED COST (\$k/yr)</td><td>\$42</td></tr> </table> <p>*includes gasoline usage and ownership costs</p>	BENEFIT/COST RATIO	12.6	TOTAL BENEFITS (\$k/yr)	\$ 530	SAFETY	\$443	TRAVEL TIME	\$71	OPERATING/ENERGY*	\$16	ENERGY/USER	\$0	LIFE CYCLE VALUE	\$0	OTHER	\$0	ANNUALIZED COST (\$k/yr)	\$42
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<p>CONGESTION RELIEF: Improved signal operations will regulate speeds and provide safer crossing opportunities for bicyclists and pedestrians.</p> <p>AIR QUALITY BENEFIT: Reduced delays and improved conditions for alternative modes of transport will improve air quality. Volatile organic compounds reduced by 22 KG/year and NOx reduced by 8 KG/year.</p> <p>ENVIRONMENTAL MITIGATION: Within 0.25 miles of an aquifer, Class 1 & 2 Soils, and an open space area.</p> <p>REGIONAL SYSTEM LINKAGE: The surrounding area is heavily populated by students from the College of St. Rose and UAlbany. Dense neighborhoods and commercial businesses line the corridor which links to downtown Albany and Albany Medical Center.</p>
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<p>LAND USE COMPATIBILITY (PLANNED OR EXISTING): The project is consistent with the goals of the Albany 2030 Comprehensive Plan, Albany Bicycle Master Plan, Albany Education District Enhancement Study, Madison Avenue Traffic Study/Road Diet Feasibility Study, and the Cleaner Greener Regional Sustainability Plan.</p> <p>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT: Improved road quality will enhance access to local businesses and amenities.</p> <p>ENVIRONMENTAL JUSTICE: Low Income and/or Minority, Neutral Impact</p> <p>BUSINESS OR HOUSING DISLOCATIONS: No additional ROW will be needed for this project.</p>

<p>FACILITATES:</p> <p>BICYCLING – Y: Signal improvements</p> <p>WALKING – Y: Signal & Ped improvements</p>	<p>TRANSIT USE – Y: Signal improvements</p> <p>GOODS MOVEMENT – N/A</p> <p>INTERMODAL TRANSFERS –Y:transit/ped</p>
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<p>SPONSOR PRIORITY: 1</p> <p>SCREENING ISSUES: None.</p> <p>OTHER CONSIDERATIONS: This project is being proposed along with a bicycle/pedestrian network project. The construction component is only for the section between Allen and Partridge. The project will be designed from Allen to Delaware/Lark.</p>
