

#11, FLOWER HILL MULTI-USE PATH CONNECTION TOWN OF NISKAYUNA

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| <p>LOCATION: Flower Hill cul-de-sac to Mohawk Hudson Bike-Hike Trail via Rosendale Road.</p> <p>DESCRIPTION: Project involves the construction of 1,500 linear feet of 10-foot wide asphalt multi-use path from Flower Hill cul-de-sac to Rosendale Road and an existing trail spur along the Ferry Bridge Road. Project includes mid-block crosswalk with flashing beacons, some minor guardrail work and access control as needed. A cost lower than the CDTC unit cost was used to take local knowledge into account.</p> <p>SET-ASIDE: RG103 (Bicycle/Pedestrian Network)</p> <p>COST: \$ 249,000 LIFE: 30 years</p> <p>SPONSOR: Town of Niskayuna</p> <p>PAVEMENT CONDITION: N/A</p> <p>FUNCTIONAL CLASS: Urban Minor Arterial/Local</p> <p>AADT: 8,440</p> <p>ON PRIORITY NETWORK(S): Bike/Ped (once built)</p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">WEIGHTED SCORE*</td> <td style="text-align: right; padding: 5px;">15</td> </tr> <tr> <td style="padding: 5px;">MARKET POTENTIAL</td> <td style="text-align: right; padding: 5px;">B</td> </tr> <tr> <td style="padding: 5px;">COST EFFECTIVENESS</td> <td style="text-align: right; padding: 5px;">B</td> </tr> <tr> <td style="padding: 5px;">SAFETY</td> <td style="text-align: right; padding: 5px;">B</td> </tr> <tr> <td style="padding: 5px;">ANNUALIZED COST (\$k/yr)</td> <td style="text-align: right; padding: 5px;">\$16</td> </tr> </table> <p style="font-size: small;">*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* | 15 | MARKET POTENTIAL | B | COST EFFECTIVENESS | B | SAFETY | B | ANNUALIZED COST (\$k/yr) | \$16 |
| WEIGHTED SCORE* | 15 | | | | | | | | | | |
| MARKET POTENTIAL | B | | | | | | | | | | |
| COST EFFECTIVENESS | B | | | | | | | | | | |
| SAFETY | B | | | | | | | | | | |
| ANNUALIZED COST (\$k/yr) | \$16 | | | | | | | | | | |

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| <p>CONGESTION RELIEF: Multi-use path provides safe and separated infrastructure for bicyclists and pedestrians.</p> <p>AIR QUALITY BENEFIT: Recreational paths inspire alternative modes of transport, including bicycling and walking.</p> <p>ENVIRONMENTAL MITIGATION: Within .25 miles of several water features, 100 year flood plain, wetlands, in-use farmland, an Agricultural district and Class 1 & 2 Soils.</p> <p>REGIONAL SYSTEM LINKAGE: The proposed trail will provide another off road trail connection for residents to the regional Mohawk Hudson Bike Trail.</p> |
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| <p>LAND USE COMPATIBILITY (PLANNED OR EXISTING): The project will be consistent with the 2003 Niskayuna Comprehensive Plan and the Safe Routes Committee Plan.</p> <p>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT: The multi-use path will enhance outdoor activities and active lifestyles.</p> <p>ENVIRONMENTAL JUSTICE: N/A, Positive Impact</p> <p>BUSINESS OR HOUSING DISLOCATIONS: No additional ROW will be needed for this project.</p> |
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| <p>FACILITATES:</p> <p>BICYCLING – Y: Trail</p> <p>WALKING – Y: Trail, crosswalks, beacons</p> | <p>TRANSIT USE – N/A</p> <p>GOODS MOVEMENT – N/A</p> <p>INTERMODAL TRANSFERS – N/A</p> |
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| <p>SPONSOR PRIORITY: 1</p> <p>SCREENING ISSUES: None.</p> <p>OTHER CONSIDERATIONS: None.</p> |
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