

#14, MOHAWK-HUDSON BIKE TRAIL BOLLARD/GATE RETROFIT TOWN OF ROTTERDAM

<p>LOCATION: 13 locations along the rail trail in the Town of Rotterdam</p> <p>DESCRIPTION: Project will address where bollards/ access control structures are in place and examine possible alternatives to prevent unauthorized motor vehicles and/or better ways to alert trail users to highway or driveway crossings. Some minor repaving work will be required where bollards/gates are removed or where approaches are modified.</p> <p>SET-ASIDE: RG103 (Bicycle/Pedestrian Network)</p> <p>COST: \$ 145,000 LIFE: 10 years</p> <p>SPONSOR: Schenectady County</p> <p>PAVEMENT CONDITION: N/A</p> <p>FUNCTIONAL CLASS: N/A</p> <p>AADT: N/A</p> <p>ON PRIORITY NETWORK(S): Bike/Ped</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: left;">WEIGHTED SCORE*</td> <td style="text-align: right;">18</td> </tr> <tr> <td>MARKET POTENTIAL</td> <td style="text-align: right;">B</td> </tr> <tr> <td>COST EFFECTIVENESS</td> <td style="text-align: right;">A</td> </tr> <tr> <td>SAFETY</td> <td style="text-align: right;">B</td> </tr> <tr> <td>ANNUALIZED COST (\$k/yr)</td> <td style="text-align: right;">\$20</td> </tr> </table> <p><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.</small></p>	WEIGHTED SCORE*	18	MARKET POTENTIAL	B	COST EFFECTIVENESS	A	SAFETY	B	ANNUALIZED COST (\$k/yr)	\$20
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<p>CONGESTION RELIEF: Separating cars and trail-users reduces the risk of car-bicycle or car-person crashes and supports the use of alternative modes of transportation.</p> <p>AIR QUALITY BENEFIT: Increased safety may encourage trail use, promoting alternative modes of transport.</p> <p>ENVIRONMENTAL MITIGATION: Within .25 miles of an aquifer, several water features, open space areas, 100 year flood plain, a sole source aquifer, Class 1 & 2 Soils, in-use farmland, Agricultural districts, farmland taxed parcels, wetlands, a rare plant population, and a National Historic Register District</p> <p>REGIONAL SYSTEM LINKAGE: The trail section connects downtown Schenectady with a number of public parks and river access points including Kiwanis Park and Lock 8 and the park and ride facility at the Exit 26 Bridge.</p>

<p>LAND USE COMPATIBILITY (PLANNED OR EXISTING): Supports New Visions 2035 policy of maintaining good infrastructure conditions.</p> <p>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT: The project will create a safer trail, encouraging its use.</p> <p>ENVIRONMENTAL JUSTICE: N/A, Positive Impact</p> <p>BUSINESS OR HOUSING DISLOCATIONS: No additional ROW will be needed for this project.</p>

<p>FACILITATES:</p> <p>BICYCLING – Y: Trail access/safety improvements</p> <p>WALKING – Y: Trail access/safety improvements</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: Design process will determine final treatments.</p> <p>OTHER CONSIDERATIONS: A bicyclist was killed after striking a bollard on the trail in Rotterdam due to its low visibility. This fatality occurred outside of CDTC's crash data analysis period (the fatal crash occurred in 2013).</p>
