

# DRAFT

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

<b>LOCATION:</b> 13 locations along the rail trail in the Town of Rotterdam <b>DESCRIPTION:</b> 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. <b>SET-ASIDE:</b> RG103 (Bicycle/Pedestrian Network) <b>COST:</b> \$ 145,000 <b>LIFE:</b> 10 years <b>SPONSOR:</b> Schenectady County <b>PAVEMENT CONDITION:</b> N/A <b>FUNCTIONAL CLASS:</b> N/A <b>AADT:</b> N/A <b>ON PRIORITY NETWORK(S):</b> Bike/Ped	<table><tr><td><b>WEIGHTED SCORE*</b></td><td><b>18</b></td></tr><tr><td>MARKET POTENTIAL</td><td>B</td></tr><tr><td>COST EFFECTIVENESS</td><td>A</td></tr><tr><td>SAFETY</td><td>B</td></tr><tr><td>ANNUALIZED COST (\$k/yr)</td><td>\$20</td></tr></table> <p>* 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>	<b>WEIGHTED SCORE*</b>	<b>18</b>	MARKET POTENTIAL	B	COST EFFECTIVENESS	A	SAFETY	B	ANNUALIZED COST (\$k/yr)	\$20
<b>WEIGHTED SCORE*</b>	<b>18</b>										
MARKET POTENTIAL	B										
COST EFFECTIVENESS	A										
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<b>CONGESTION RELIEF:</b> Separating cars and trail-users reduces the risk of car-bicycle or car-person crashes and supports the use of alternative modes of transportation. <b>AIR QUALITY BENEFIT:</b> Increased safety may encourage trail use, promoting alternative modes of transport. <b>ENVIRONMENTAL MITIGATION:</b> 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 <b>REGIONAL SYSTEM LINKAGE:</b> 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.
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<b>LAND USE COMPATIBILITY (PLANNED OR EXISTING):</b> Supports New Visions 2035 policy of maintaining good infrastructure conditions. <b>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT:</b> The project will create a safer trail, encouraging its use. <b>ENVIRONMENTAL JUSTICE:</b> N/A, Positive Impact <b>BUSINESS OR HOUSING DISLOCATIONS:</b> No additional ROW will be needed for this project.
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<b>FACILITATES:</b> <b>BICYCLING – Y:</b> Trail access/safety improvements <b>WALKING – Y:</b> Trail access/safety improvements	<b>TRANSIT USE – N/A</b> <b>GOODS MOVEMENT – N/A</b> <b>INTERMODAL TRANSFERS – N/A</b>
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<b>SPONSOR PRIORITY:</b> 1 <b>SCREENING ISSUES:</b> Design process will determine final treatments. <b>OTHER CONSIDERATIONS:</b> 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).
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