

# DRAFT

## #8, MADISON AVENUE ROAD DIET PHASE 1 IMPLEMENTATION CITY OF ALBANY

<b>LOCATION:</b> Allen Street to Lark Street/Delaware Avenue for Design. Construction for Phase 1 from Allen Street to Partridge Street. <b>DESCRIPTION:</b> Project will design and implement the roadway configuration and bicycle/pedestrian improvements for a road diet on Madison Avenue. <b>SET-ASIDE:</b> RG103 (Bicycle/Pedestrian Network) <b>COST:</b> \$ 242,000 <b>LIFE:</b> 7 years <b>SPONSOR:</b> City of Albany <b>PAVEMENT CONDITION:</b> Range from 5 to 6. <b>FUNCTIONAL CLASS:</b> Urban Principal Arterial <b>AADT:</b> 15,000 <b>ON PRIORITY NETWORK(S):</b> Transit, ITS, Bike/Ped, Access Mgmt.	<table><tr><td><b>WEIGHTED SCORE*</b></td><td><b>32</b></td></tr><tr><td>MARKET POTENTIAL</td><td>A</td></tr><tr><td>COST EFFECTIVENESS</td><td>A</td></tr><tr><td>SAFETY</td><td>A+</td></tr><tr><td>ANNUALIZED COST (\$k/yr)</td><td>\$43</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>32</b>	MARKET POTENTIAL	A	COST EFFECTIVENESS	A	SAFETY	A+	ANNUALIZED COST (\$k/yr)	\$43
<b>WEIGHTED SCORE*</b>	<b>32</b>										
MARKET POTENTIAL	A										
COST EFFECTIVENESS	A										
SAFETY	A+										
ANNUALIZED COST (\$k/yr)	\$43										

<b>CONGESTION RELIEF:</b> Bicycle and pedestrian infrastructure in combination with a new road striping plan with a center median will help to moderate speeds, improve the efficiency of travel for motor vehicles and encourage the use of alternative modes of transportation. <b>AIR QUALITY BENEFIT:</b> Alternative modes of transport will be encouraged due to bicycle infrastructure and pedestrian improvements. <b>ENVIRONMENTAL MITIGATION:</b> Within .25 miles of a water feature, an aquifer, several National Historic Register Districts, Class 1 & 2 Soils and open space areas. <b>REGIONAL SYSTEM LINKAGE:</b> The road is a major street within the City of Albany that acts as a thoroughfare through the Education District. The road is also used by the CDTA Route #114.
--

<b>LAND USE COMPATIBILITY (PLANNED OR EXISTING):</b> The project is in line with the Albany 2030 Comprehensive Plan, Albany Bicycle Master Plan, Albany Education District Enhancement Study, the Madison Avenue Traffic Study/Road Diet Feasibility Study and the Cleaner Greener Regional Sustainability Plan. <b>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT:</b> The road diet is intended to improve community quality of life and pedestrian/bicyclist safety. <b>ENVIRONMENTAL JUSTICE:</b> Low Income and/or Minority, Positive Impact <b>BUSINESS OR HOUSING DISLOCATIONS:</b> No additional ROW will be needed for this project.
---

<b>FACILITATES:</b> <b>BICYCLING – Y:</b> Bicycle signage & accommodations <b>WALKING – Y:</b> Ped improvements	<b>TRANSIT USE – N/A</b> <b>GOODS MOVEMENT – N/A</b> <b>INTERMODAL TRANSFERS – N/A</b>
---	--

<b>SPONSOR PRIORITY:</b> 1 <b>SCREENING ISSUES:</b> None. <b>OTHER CONSIDERATIONS:</b> This project is being proposed along with an ITS local signal project. The construction component is only for the section between Allen and Partridge. The project will be designed from Allen to Delaware/Lark. Design process will determine which of three bicycle treatments are incorporated. Strong HSIP candidate.
--