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Memo

To: Jo Piracci, Clifton Park-Halfmoon Public Library
From: Shelly Johnston, P.E.
Date: February 23, 2004
Re: Site Comparison for Access to New Library

Creighton Manning Engineering (CME) has completed an initial assessment of five (5) potential sites for the new Clifton Park-Halfmoon Library. CME is a transportation planning and traffic engineering consulting firm with a substantial amount of experience with site development projects in the Towns of Clifton Park and Halfmoon. We are familiar with each location having completed studies and traffic signal analyses and/or designs at intersections adjacent to the sites. We have assessed the potential access to the following five sites, listed alphabetically by site identifier:

- Site A – Sitterly Road at the Crossing Boulevard
- Site D – Clifton Park Center Road at Hollandale Apartments and Clifton Country Road
- Site G – Moe Road, north of Clifton Park Center Road
- Site I – Route 9 at Kinns Road
- Site J – Route 9 at Old Route 146

We have completed our assessment of the relative ease of access to each of the five sites based on the following general criteria:

1. Travel speeds adjacent to Site
2. Pedestrian/Bicycle Access
3. Sight Distance
4. Relative level of traffic congestion
5. Jurisdiction for Access

With input from Library representatives, we could develop a matrix to provide a relative weighting system for each criteria resulting in a cumulative numeric score for each site. Based on our initial review and our professional opinion, we are providing the following initial site ranking, considering only the criteria related to site access:

1. Site D – Clifton Park Center Road at Hollandale Apartments and Clifton Country Road
2. Site G – Moe Road, north of Clifton Park Center Road
3. Site A – Sitterly Road at the Crossing Boulevard
4. Site I – Route 9 at Kinns Road
5. Site J – Route 9 at Old Route 146

We are providing the following summary of our initial site assessment.

#1: Site D – Clifton Park Center Road at Hollandale Apartments and Clifton Country Road

1. Travel speeds adjacent to Site: Rating = Good
Posted speed limits are relatively low; access to residential street
Hollandale Lane speed limit is 30 mph
Clifton Park Center Road speed limit is 40 mph
2. Pedestrian/Bicycle Access: Rating = Average
Multi-use path along Clifton Country Rd providing modal choice to other community services
Traffic signal facilitates pedestrian crossing of Clifton Park Center Road
Additional crosswalks recommended to facilitate crossing Clifton Park Center Road
No pedestrian accommodations along Clifton Park Center Road or Hollandale Lane.
Existing pedestrians observed on Hollandale Lane.
3. Sight Distance: Rating = Good
Access assumed from Hollandale Lane.
Looking to the left when exiting the site, sight distance is clear for several hundred feet
Looking to the right, sight distance is clear to the adjacent intersection
4. Relative level of traffic congestion: Rating = Good
Traffic volumes on Hollandale Lane are relatively low. Very short delays expected exiting site.
Traffic operations at Clifton Park Center Rd/Clifton Country Rd are facilitated by traffic signal.
Existing left turn lane on Clifton Park Center Road provides safety improvement for westbound left turns entering Hollandale Lane.
5. Jurisdiction for Access
Access requires only Town approval.

#2: Site G – Moe Road, north of Clifton Park Center Road

1. Travel speeds adjacent to Site: Rating = Average
Posted speed limit is 40 mph on Moe Road
2. Pedestrian/Bicycle Access: Rating = Good
Multi-use path along east side of Moe Road provides excellent accommodations for bicyclists and pedestrians from the residential areas to the north and south, connecting to path on north side of Clifton Park Center Road.
Potential path connection to the elementary school, YMCA, etc. to the east.
3. Sight Distance: Rating = Good
Looking to the left when exiting the site, sight distance is clear to Clifton Park Center Rd
Looking to the right, sight distance is clear for several hundred feet
4. Relative level of traffic congestion: Rating = Average
Traffic volumes on Moe Road are higher during school dismissal times. Short delays expected exiting the site.
Traffic operations at the intersections on Moe Road to the north and south of the site are facilitated by traffic signal.
Future traffic volumes entering the Library may warrant the construction of a left turn lane on Moe Road.
5. Jurisdiction for Access
Access requires only Town approval.

#3: Site A – Sitterly Road at the Crossing Boulevard

1. Travel speeds adjacent to Site: Rating = Good
Access on Crossing Boulevard where posted speed limit is 30 mph
Posted speed limit is 40 mph on Sitterly Road
2. Pedestrian/Bicycle Access: Rating = Average
Sidewalks along east side of Crossing Boulevard.
Pedestrian and bicycle access is poor along Sitterly Road.
3. Sight Distance: Rating = Good
Looking to the left when exiting the site, sight distance is clear to Sitterly Rd
Looking to the right, sight distance is clear for several hundred feet
4. Relative level of traffic congestion: Rating = Average
Traffic volumes on Crossing Boulevard are higher during Christmas shopping season.
Traffic operations at the intersection of Sitterly and Crossing Boulevard are facilitated by traffic signal.
Three traffic signals in a short distance on Sitterly Road increase delay
5. Jurisdiction for Access
Approval from Town.

#4: Site I – Route 9 at Kinns Road

1. Travel speeds adjacent to Site: Rating = Poor
Access to Kinns Road where posted speed limit is 45 mph
Travel speeds on Route 9 are high
2. Pedestrian/Bicycle Access: Rating = Poor
There are no sidewalks or crosswalks on Route 9 or Kinns Road.
Pedestrian and bicycle access is poor along Kinns Road.
Remote location discourages pedestrian and bicycle access.
3. Sight Distance: Rating = Good
Looking to the left when exiting the site, sight distance is clear to Route 9
Looking to the right, sight distance is clear for several hundred feet
4. Relative level of traffic congestion: Rating = Poor
Traffic volumes on Route 9 are high.
Four-lane section on Route 9 requires northbound vehicles to wait in the inside through lane, which raises safety concerns.
Off-site improvements may be warranted to facilitate safe access.
5. Jurisdiction for Access
Access to Kinns Road requires only Town approval.
Proximity to Route 9 makes DOT an interested agency under SEQRA. Requires DOT review.

#5: Site J – Route 9 and Old Route 146

1. Travel speeds adjacent to Site: Rating = Average
Posted speed limit is 30 mph on Old Route 146
Posted speed limit is 40 on Route 9
2. Pedestrian/Bicycle Access: Rating = Poor
There are no sidewalks or crosswalks on Old Route 146

Pedestrian and bicycle access is poor along Route 9. Intermittent sidewalks only.
No crosswalks at traffic signal.
Wide cross-section on Route 9 is a hazard for pedestrians to cross.
Retail area discourages pedestrian and bicycle access.

3. Sight Distance: Rating = Average
Sight distance controlled by proximity to signalized intersection.
4. Relative level of traffic congestion: Rating = Poor
Traffic volumes on Route 9 are high.
Four-lane section on Route 9; southbound left turns into the site must be made via the signal onto Old Route 146.
Proximity of site access on Old Route 146 to the signal at Route 9 creates difficulty for left turns entering from Old Route 146 due to queue of westbound vehicles potentially blocking site driveway.
Proximity of site access on Old Route 146 to the signal at Route 9 creates difficulty for northbound right turns from Route 9 as there is insufficient distance to turn left into the site.
Potential impact to southbound through traffic on Route 9 and eastbound traffic on Old Route 146 may warrant off-site highway improvements on both adjacent State highways.
5. Jurisdiction for Access
Access to Route 9 and Route 146 requires a NYSDOT permit.
Access to Route 9 is restricted to right turns entering and exiting only.