



# Village of Ballston Spa Pedestrian and Bicycle Master Plan

January 2022

Prepared for:  
Village of Ballston Spa  
Capital District Transportation Committee

Prepared by:  
VHB  
Planning4Places



Connecting Friends  
**Ballston Spa PBMP**  
Pedestrian & Bicycle Master Plan

# Table of Contents

Section	Page
<b>Introduction.....</b>	<b>1</b>
Background and Approach.....	2
Purpose and Need .....	2
Study Area.....	2
Previous Studies.....	5
<i>Village of Ballston Spa Economic Development Plan (EDP)</i> .....	5
<i>Ballston Spa Complete Streets Workshop</i> .....	5
<i>Route 67 Corridor Study</i> .....	6
<i>Capital District Trails Plan</i> .....	6
<i>Saratoga County Regional Traffic Study (SRTS)</i> .....	7
<i>Additional Studies and Programs</i> .....	7
<b>Existing Conditions .....</b>	<b>8</b>
General Character.....	9
Land Use and Zoning .....	9
Vehicle Accommodations and Activity.....	12
Pedestrian Accommodations and Activity .....	17
Bicycle Activity and Accommodations.....	24
Transit Service.....	25
Crash Data Review.....	28
<b>Analysis .....</b>	<b>30</b>
Pedestrian Level of Traffic Stress .....	30
Bicycle Level of Traffic Stress.....	32
<b>Public Involvement .....</b>	<b>34</b>
Focus Groups.....	34
<i>Focus Group Summary Conclusions</i> .....	34
Publicizing the Project.....	36
<i>Project Website and Interactive Map</i> .....	36
Demonstration Project and Survey.....	37
Public Open House and Public Meeting.....	39

**Plan Recommendations..... 40**

- Area-Wide Pedestrian and Bicyclists Treatments..... 40
  - Sidewalks*..... 40
  - Paved Shoulders*..... 41
  - Marked Crosswalks*..... 41
  - High-Visibility Crosswalks*..... 42
  - Raised Crosswalks*..... 42
  - Curb Extensions*..... 43
  - Rectangular Rapid Flashing Beacons (RRFBs)*..... 43
  - Americans with Disabilities Act Upgrades*..... 43
  - Marked Shared Lane (Sharrow)*..... 44
  - Bicycle Lanes*..... 44
  - Shared-Use Path/Sidepath*..... 45
- Pedestrian Connectivity..... 45
- Connectivity to the Zim Smith Trail..... 47
- Intersection and Access Concerns..... 50
- Potential Projects and Plans..... 52
- Implementation and Funding..... 55
  - Potential Funding Sources*..... 55

## List of Tables

Table No.	Page
Table 1	15
Table 2	15
Table 3	16
Table 4	21
Table 5	24
Table 6	25
Table 7	28
Table 8	53
Table 9	56

## List of Figures

Figure No.		Page
Figure 1	Study Area.....	4
Figure 2	Zoning Map .....	11
Figure 3	Functional Classification.....	13
Figure 4	Daily Traffic Volumes.....	14
Figure 5	Sidewalk Conditions Assessment .....	19
Figure 6	Sidewalks, Trails, Signalized Intersections.....	22
Figure 7	Destinations .....	23
Figure 8	Transit & Rail.....	27
Figure 9	Crash Locations .....	29
Figure 10	Project Recommendations Map.....	54

## Appendices

Appendix No.	Name
A.....	Sidewalk Conditions Assessment
B.....	Pedestrian Level of Traffic Stress
C.....	Bicycle Level of Traffic Stress
D.....	Focus Group Meeting Summaries
E.....	Project Website and Interactive Map Comments
F.....	Demonstration Project Survey Summary
G.....	Public Open House and Meeting Summaries

# 1

## Introduction

The Village of Ballston Spa was settled in 1771 and remains a unique Victorian destination with a pedestrian oriented street layout. It has always been a walkable village, but lack of resources has led to broken and heaved sidewalks and gaps that make it difficult for pedestrians, especially the elderly, those with differing abilities, and children, to traverse the Village. Traffic volumes, especially on NY Route 50 which bisects the Village, and travel speeds on Village roadways are a concern to the Village residents and elected officials, and there is a desire to increase pedestrian and bicycle friendliness, comfort, and safety while taking a mindful approach to using the Village's public spaces to the benefit of all.

## Background and Approach

The Ballston Spa Pedestrian and Bicycle Master Plan (The Plan) was sponsored by the Village of Ballston Spa and the Capital District Transportation Committee (CDTC) to help the Village continue to pursue its goals of promoting economic development, improving safety, and creating a connected and integrated multi-modal transportation network for users of all ages and abilities. The Plan will provide clear direction on priority locations and desired design treatments for inclusion in street restriping, signage, roadway modification, repaving, or reconstruction projects, based on a representative public input process.

The Study Advisory Committee (SAC) comprised of residents, business owners, elected officials, and agency representatives, guided the development of The Plan by providing input on local issues and acting as a conduit between the technical committee and the public. In addition to Village representation, the SAC included members from the Towns of Ballston and Milton, Ballston Spa Central School District, Saratoga County, Ballston Spa Business and Professional Association Board, Park and Tree Board, Friends of Kayaderoseras, Capital District Transportation Committee (CDTC), Capital District Transportation Authority (CDTA), Capital District Regional Planning Commission (CDRPC), and the New York State Department of Transportation (NYSDOT) Region 1.

It is envisioned that beyond this study, members of the SAC will continue to be advocates for implementation of The Plan in the Village of Ballston Spa and work to implement The Plan recommendations.

## Purpose and Need

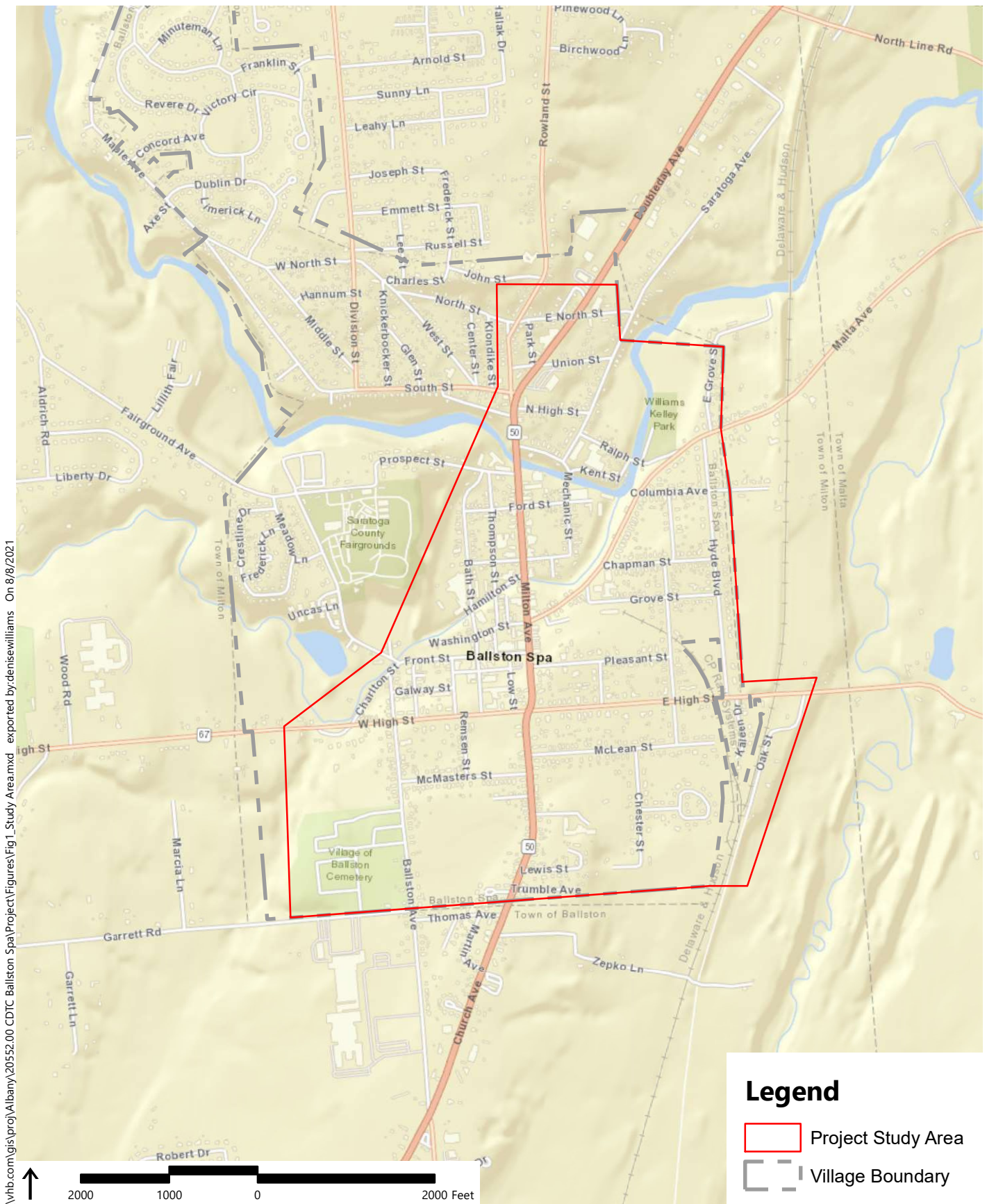
The purpose of the Village of Ballston Spa Pedestrian and Bicycle Master Plan is to enhance the Village Central Business District, surrounding area, and the NY Route 50 corridor by promoting economic development, improving safety, and creating a connected and integrated multi-modal transportation network for users of all ages and abilities.

The Village of Ballston Spa is home to many low-income individuals and other vulnerable populations such as seniors, homeless veterans, and disabled adults, many of whom don't drive. The Plan will identify missing links in the pedestrian network, potentially unsafe crossings, and priority connections between key Village and nearby locations, including the Zim Smith Trail. Recommendations for improvements to the multi-modal network in the Village will provide clear direction on priority locations and design treatments for inclusion in striping, signage, modification, repaving, and reconstruction projects. Recommendations will be made with guidance from a representative public input process inclusive of vulnerable populations in the Village.

## Study Area

The study area for The Plan includes a large portion of the Village and encompasses much of the Central Business District, multi and single family residential, and recreational land uses. As shown in **Figure 1**, the study area extends from the southern Village boundary to John Street in the north and from Oak Street (which is just outside

of the Village boundary in the Town of Ballston) and the eastern Village boundary to the western Village Boundary exclusive of the Saratoga County Fairgrounds and nearby neighborhoods.



\\vhb.com\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig1\_Study Area.mxd exported by denisewilliams On 8/8/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

**BALLSTON SPA PED/BIKE MASTER PLAN**

**Study Area**



## Previous Studies

There are several previous studies that pertain directly to the study area. Additionally, some studies and programs in surrounding Saratoga County and the Capital District have potential implications and opportunities in the Village.

### Village of Ballston Spa Economic Development Plan (EDP)

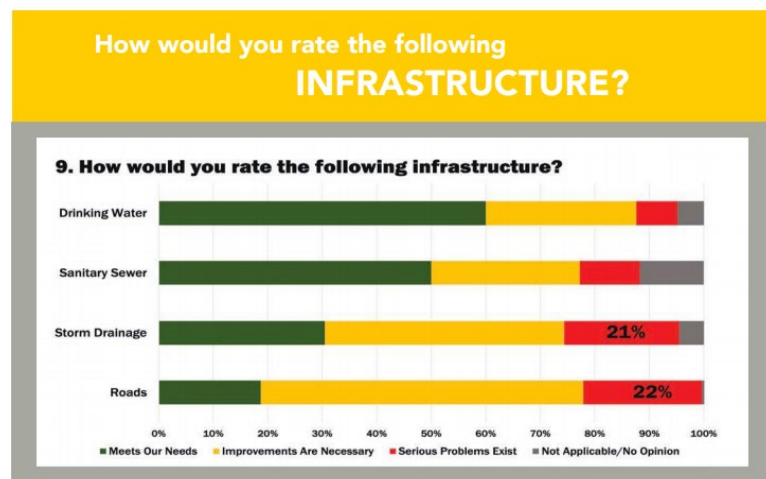
Published in 2020 by the Saratoga County Prosperity Partnership, this study was completed to provide the community solutions to the most pressing economic development needs. The EDP outlined four goals:

1. Enhance the Central Business District (CBD): Support activities that have helped generate revenue across the community to sustain the Village’s fiscal health.
2. Quality of Place: Continue to enhance the character of and functionality of the Village as a means of attracting visitors and supporting quality of life for residents and businesses.
3. Economic Development and Marketing: Deliver effective economic development programs that utilize local and regional partners to build a competitive role in the regional economy and improve local economic health.
4. Small Businesses: Foster supportive conditions and offer valuable resources to help small businesses and proprietors prosper and grow throughout the Village.

Surveys completed as part of the EDP by residents and stakeholders indicated that traffic, roadways, and sidewalks are some of the largest challenges to developments in the Village. A majority of the survey responses noted that pedestrian and bicycle facilities within the Village need to be improved upon.

Specific steps to reach the overall goals include creating a fund for business owners to improve sidewalks/common areas and to increase and

improve access to businesses by those disabled, improve connectivity throughout the Central Business District, especially connecting the Zim Smith Trail to the Village’s other multi-modal facilities, and implementing an annual sidewalk replacement plan.



*Graphic from the EDP showing that 22% of respondents felt that Serious Problems Exist with Village roads.*

### Ballston Spa Complete Streets Workshop

The Complete Street Workshop, sponsored by the CDTC, was completed in November and December 2020 with two virtual workshops and an independent roadway assessment. Attendees learned about Complete Streets through six modules:

1. Overview & Local Examples
2. Where have we been and where are we going
3. Complete Streets Design
4. Project Development Process, Getting Results & Self-Directed Assessment Findings
5. Complete Streets Policies
6. Concept Sketches



*Concept sketch looking west on East High Street at the railroad overpass from the Complete Streets Workshop.*

The workshop was intended to help local decision-makers identify and overcome barriers to implementing Complete Streets in the Village. In retrofit situations like the built network of the Village of Ballston Spa, each location is a unique situation with unique solutions and trade-offs. The conclusion of the workshop resulted in several Complete Streets ideas for the Village and a number of volunteers for a Complete Streets Committee.

### Route 67 Corridor Study

The Route 67 Corridor Study was completed by BFJ Planning in January 2006 to provide solutions to rapidly growing traffic volumes on NY Route 67 between NY Route 50 in the Town of Ballston Spa and Interstate 87 (The Northway) at Exit 12 in the Town of Malta. The Village of Ballston Spa is outside of the study area for the Route 67 Corridor Study, but growth and development in the Towns of Ballston and Malta have the potential to increase traffic volumes in the Village. The Corridor Study provided recommendations for intersection improvements, safe and efficient roadway configurations, potential parallel access road configurations, and an access management plan to improve ingress and egress along the NY Route 67 Corridor.

### Capital District Trails Plan

Completed in 2018 for the CDTC, the Trails Plan provided an updated vision for a trail network that connects the cities, towns, and villages throughout the Capital District. The Zim Smith Trail, which currently connects between Mechanicville and ends just outside the Village of Ballston Spa, is planned to be extended north into the Saratoga Spa State Park. The plan includes the Ballston Spa-Galway Link which would be a road-based trail that links the Zim Smith Trail to the Village of Galway via Malta Ave and Northline Road. This link would create a connection to the Lake Desolation Path and the Charlton Bike Route.

## Saratoga County Regional Traffic Study (SRTS)

The purpose of this study completed in 2016 was to address mobility concerns in Saratoga County specifically centered around Interstate 87 Exits 11 and 12 by evaluating traffic conditions at 38 study intersections. The NY Route 50/NY Route 67/E High Street/Milton Avenue (NY Route 50) intersection, located in the Village of Ballston Spa Pedestrian and Bicycle Master Plan study area, was included in the SRTS. The Study recognized the importance of focusing on more than just engineering to address transportation conditions, but noted the importance of Engineering, Education, Enforcement, and Encouragement to address transportation concerns and evaluate mitigation measures. The SRTS did not identify specific mitigation measures for the NY Route 50/NY Route 67/E High Street/Milton Avenue (NY Route 50) intersection.

## Additional Studies and Programs

In addition to the specific studies described above, additional information related to expansion of plans by the Capital District Transportation Authority (CDTA), CDPHP Cycle! Bike-share Program, Saratoga County, and private development plans in the Village were reviewed. At the time of review, no plans to expand any existing of the above mentioned services and no specific development plans were identified within the Village. Saratoga County is currently in the preliminary stages to identify the most feasible route to connect the Zim Smith Trail to Saratoga Spa State Park.

# 2

## Existing Conditions

Understanding the current transportation and land use characteristics in the study area is an integral step in developing the Pedestrian and Bicycle Master Plan. By understanding the base conditions of the Village transportation system including desired connections, traffic volumes, travel speeds, location and condition of the existing pedestrian and bicycle networks, bus stop locations and features, and safety issues the opportunities and potential barriers can be identified and documented. The following chapter illustrates the existing transportation and land use conditions in the study area.

## General Character

Included in the overall effort to develop The Plan was a comprehensive review of land use, pedestrian, bicycle, and vehicular circulation and amenities within the study area. The Village of Ballston Spa (and subsequently the study area) is generally bisected by NY Route 50 which runs north/south through the Village and Saratoga County. Residential, commercial, recreational, and community services are located throughout the study area creating a desire for residents and visitors to cross NY Route 50 and other higher volume roadways. Sidewalks are provided along many, but not all study area roadways; however, poor sidewalk conditions (cracking, heaving, narrow widths, and lack of concurrence with current Americans with Disabilities Act (ADA) and NYSDOT guidelines) and lack of bicycle infrastructure can make it difficult to safely travel by bike or on foot throughout the Village.



*Looking north on NY Route 50 from Malta Avenue*

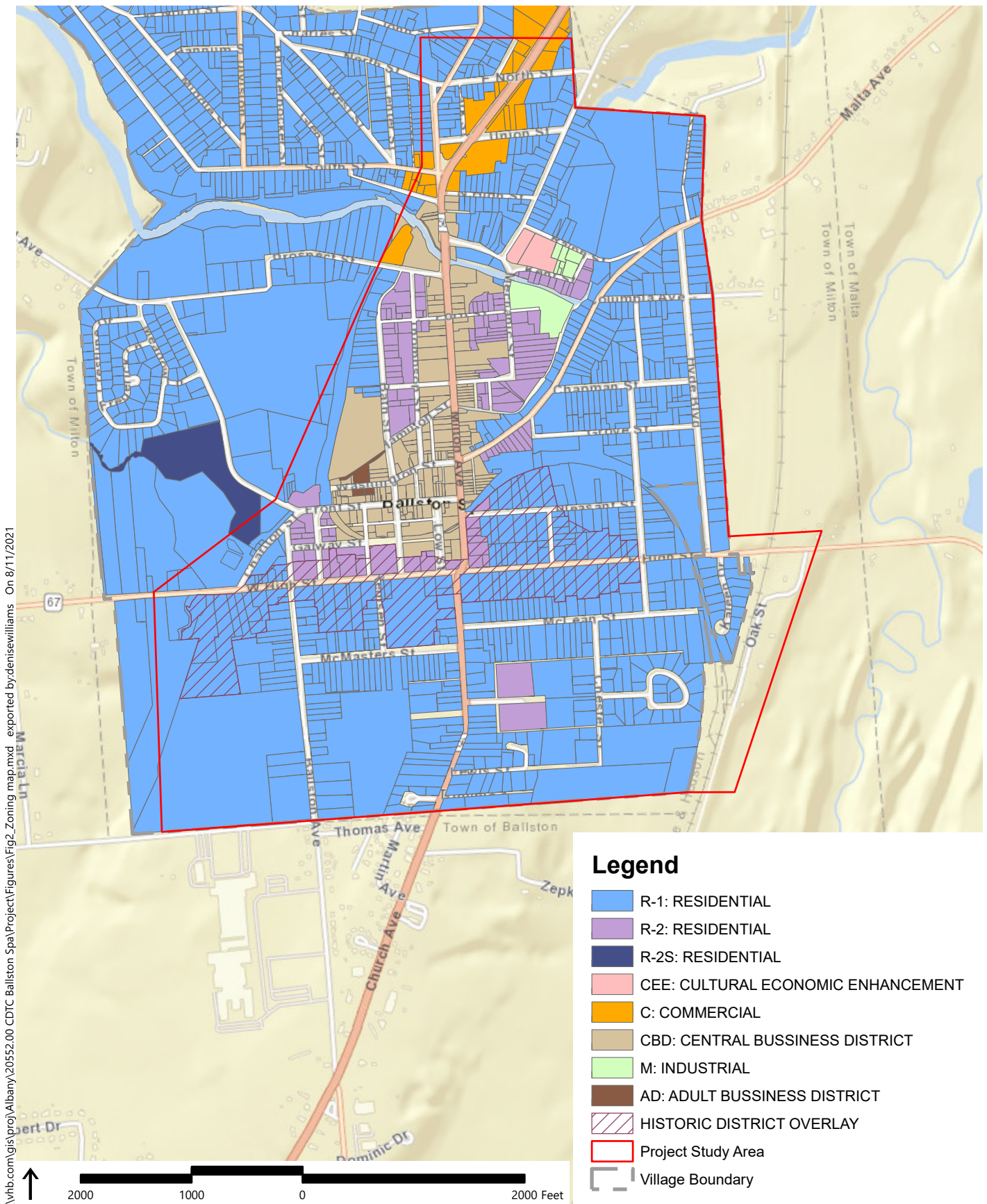
## Land Use and Zoning

As noted, land uses within the study area are representative of a vibrant, village setting with a mix of single and multi-family residential, commercial retail, restaurant, and office uses, community service, religious, education, and recreational uses. As Shown in **Figure 2**, the majority of commercial land uses are concentrated on NY Route 50 and in the Central Business District (CBD) and include restaurants and retail shops, additionally Washington Street is known as the “Art District” and includes a variety of art studios. The mix and proximity of land uses in the study area allows residents of and visitors of Ballston Spa to complete many trips on foot or by bicycle. For example, a resident of the area can walk a short distance to a convenience market, restaurant, or the library without needing to travel by automobile.

Zoning is the process used to shape communities into districts and plan for the future use of land. These zones are achieved through regulations and restrictions to new development including, but not limited to; building size, density, lot coverage, use of green space, and land use type. The Village of Ballston Spa zoning code includes the central business, commercial, industrial, cultural/economic enhancement, adult-oriented, and three residential districts. The study area also includes a historic overlay zone (shown on the Zoning Map (Figure 2)) that generally encompasses properties that touch East and West High Street between Charlton Street and Eastern Avenue. Activities in the Historic District are governed by the Historic District Commission which is tasked with

safeguarding the heritage of the Village through preservation of historic districts and landmarks.

The Village is in the process of updating its 1995 Comprehensive Plan and will be updating the zoning thereafter. The results of this plan will be incorporated into the updated Comprehensive Plan.



\\vhb.com\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig2\_Zoning map.mxd exported by denise williams On 8/11/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community  
 Zoning Source: Saratoga County Real Property Tax Services  
 Tax Parcel Data 2020

Village of Ballston Spa  
 Saratoga County, New York

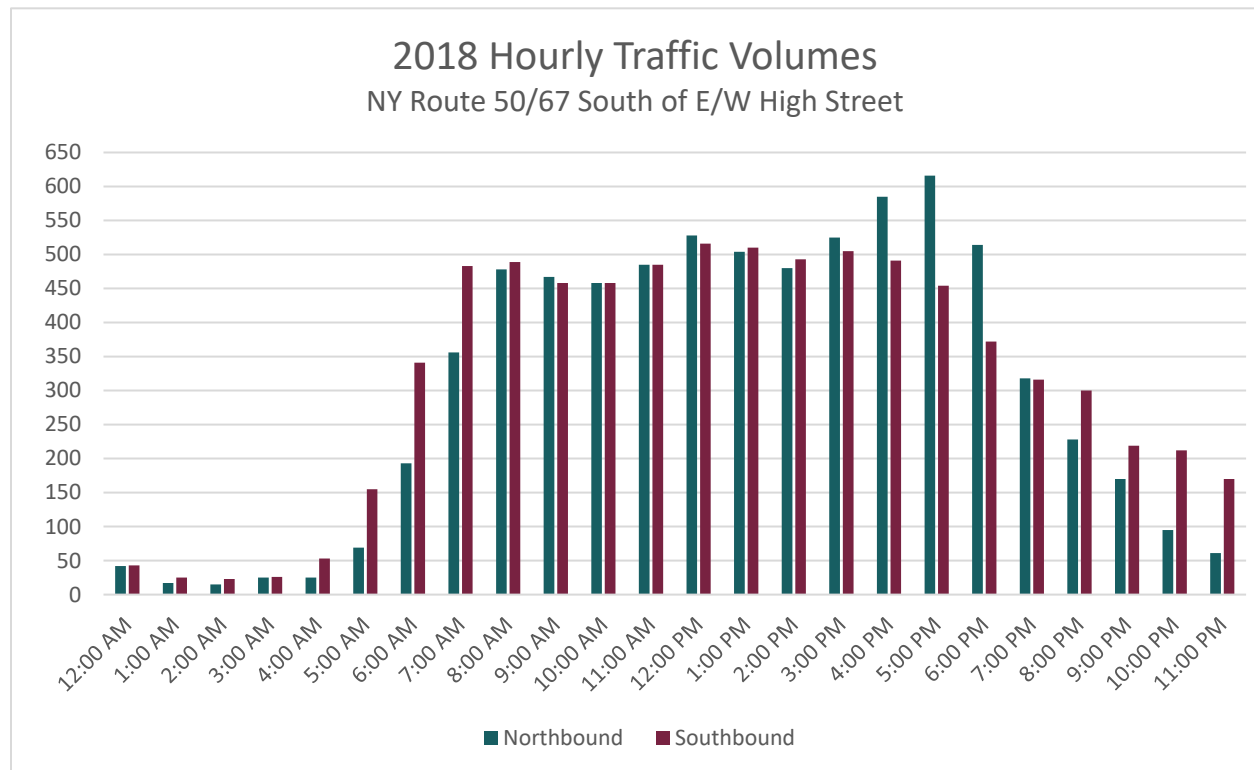
**BALLSTON SPA PED/BIKE MASTER PLAN**

**Village of Ballston Spa Zoning Map**

## Vehicle Accommodations and Activity

Roadways in the study area are primarily low-volume, urban local roads generally providing access to area land uses rather than intending to carry through traffic. Notable exceptions are NY Route 50 which is classified as an urban principal arterial and serves 13,000 to 15,000 vehicles per day (vpd) and NY Route 67 (W High Street) which is also classified as an urban principal arterial and serves approximately 8,000 vpd. There are also several study area roadways classified as urban major collectors as shown in **Figure 3**.

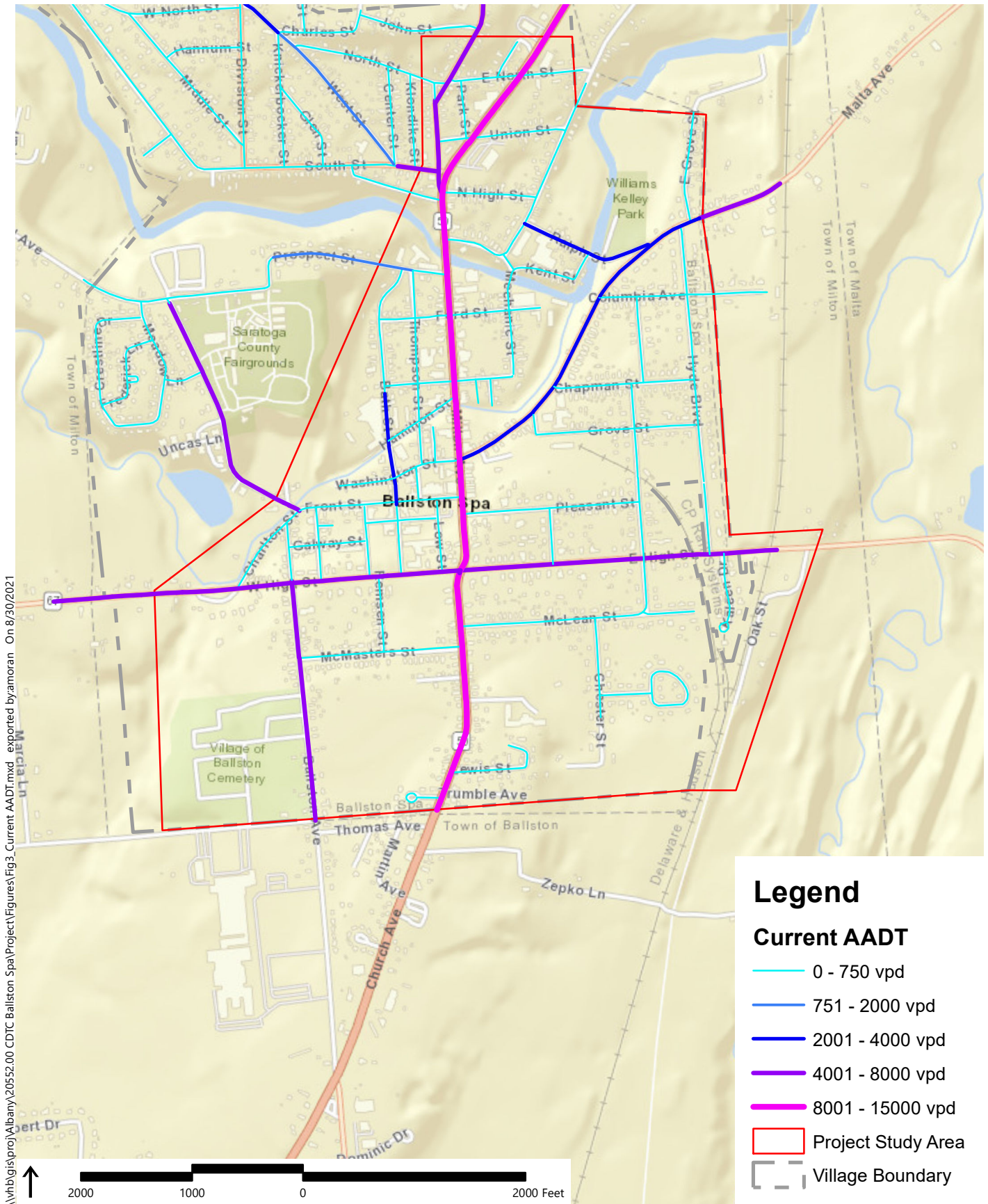
Most of the study area roadways serve fewer than 750 vpd as illustrated in **Figure 4**. NY Route 50, NY Route 67, and the other study roadways with higher functional classification carry a larger number of vehicles. The chart below illustrates the hourly traffic volumes on the NY Route 50/NY Route 67 overlap south of E/W High Street with relatively steady traffic volumes from 7:00 AM to 7:00 PM with some typical peaking during the morning commuter period (7:00 to 9:00 AM), a slightly extended evening peak period (3:00 to 6:00 PM), and a midday peak (12:00 to 1:00 PM).



*NYS DOT hourly traffic volumes on NY Route 50/67 south of E/W High Street.*

The NYS DOT traffic data also provides information regarding vehicle classification and travel speeds. The data shows that trucks account for approximately 6% of the daily traffic on NY Route 50/67 south of E/W High Street. The Village speed limit is posted at 30-mph and the NYS DOT data shows that the 85<sup>th</sup> percentile travel speed in the northbound direction is 36-mph and 35-mph in the southbound direction. The general traffic volumes in the study area for NY Routes 50 and 67 are summarized in **Table 1**.





\\vhb\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig3\_Current AADT.mxd exported by:amoran On 8/30/2021

### Legend

**Current AADT**

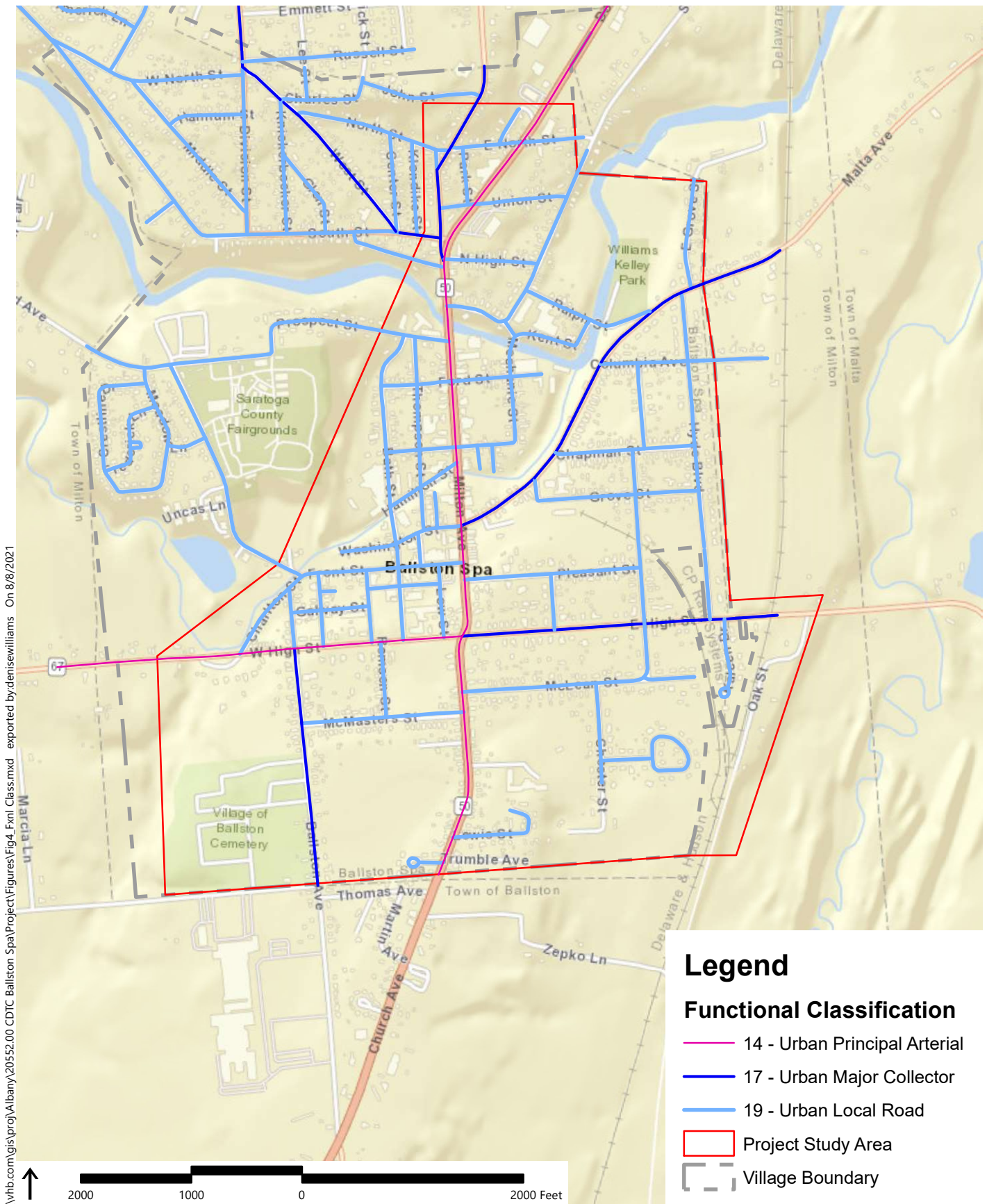
- 0 - 750 vpd
- 751 - 2000 vpd
- 2001 - 4000 vpd
- 4001 - 8000 vpd
- 8001 - 15000 vpd
- Project Study Area
- Village Boundary

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

## BALLSTON SPA PED/BIKE MASTER PLAN

### Current AADT



\\vhb.com\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig4\_Fxn1 Class.mxd exported by denisewilliams On 8/8/2021

### Legend

- Functional Classification**
- 14 - Urban Principal Arterial
  - 17 - Urban Major Collector
  - 19 - Urban Local Road
  - Project Study Area
  - Village Boundary

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

## BALLSTON SPA PED/BIKE MASTER PLAN

### Functional Classification

**Table 1 NYSDOT Roadways Existing Traffic Volume Summary**

Location	Weekday Daily Volume <sup>a</sup>	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Vol <sup>b</sup>	K Factor <sup>c</sup>	Dir. Dist.	Vol	K Factor	Dir. Dist.
NY Rt 50/67 South of High Street <sup>d</sup>	14,851	1,064	6.5%	51%SB	1185	7.3%	54% NB
NY Rt 50 North of High Street <sup>e</sup>	13,435	846	6.3%	51% NB	1,104	8.2%	51% NB
NY Rt 67 west of NY Rt 50/67 <sup>f</sup>	8,023	686	8.0%	55% WB	803	9.4%	52% EB

- a Daily traffic expressed in vehicles per day (vpd).  
b Peak hour volumes expressed in vehicles per hour.  
c Percent of daily traffic which occurs during the peak hour.  
d Source: NYSDOT data dated July 2018.  
e Source: NYSDOT data dated November 2017.  
f Source: NYSDOT data dated May 2016.

In addition to the data available through NYSDOT, Hyde Boulevard was selected by the study team for additional analysis due to the roadway width (approximately 40-feet) and resident observations of faster travel speeds, generally higher traffic volumes than other residential roadways, and the presence of heavy vehicle traffic. Daily traffic volumes, travel speeds, and vehicle classifications data were collected on Hyde Boulevard between Malta Avenue and Columbia Avenue for a one week period from Thursday, June 10, 2021 through Thursday, June 17, 2021 using an automatic traffic recorder (ATR) and are summarized in **Table 2**.

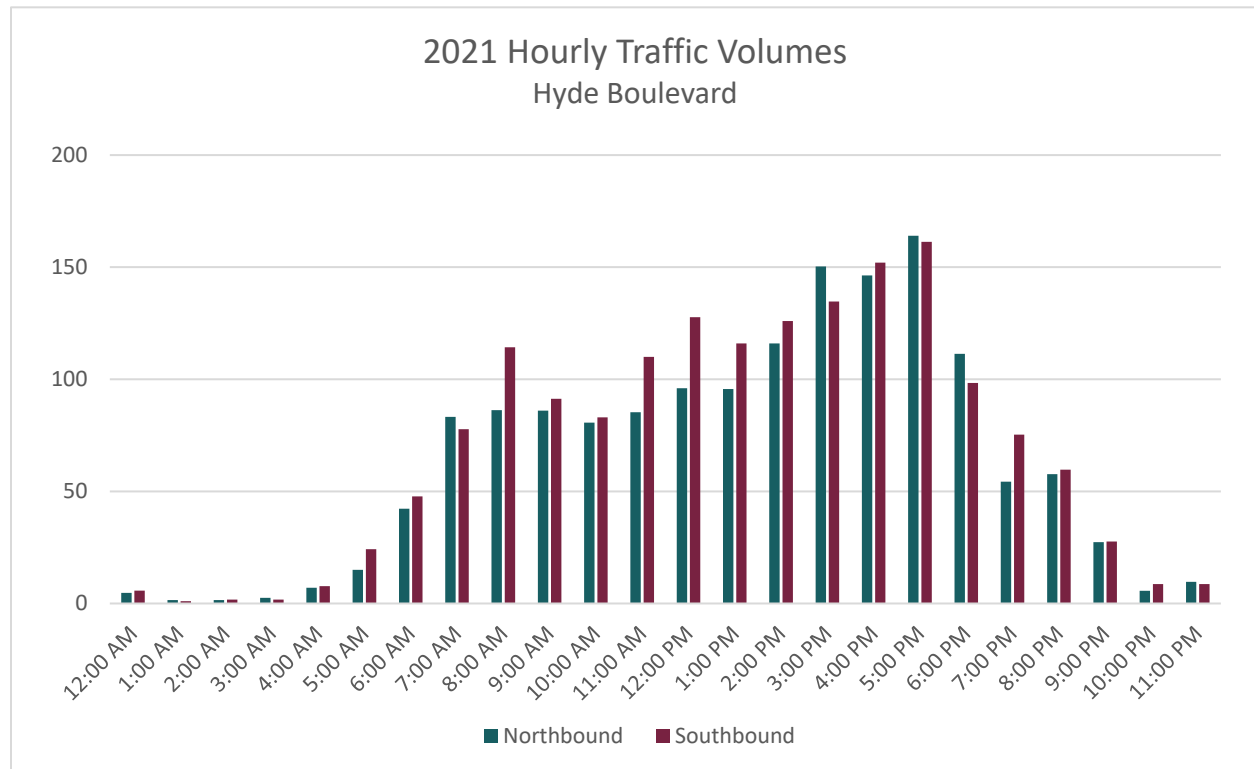
**Table 2 Hyde Boulevard Existing Traffic Volume Summary**

Location	Weekday Daily Volume <sup>a</sup>	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		Vol <sup>b</sup>	K Factor <sup>c</sup>	Dir. Dist.	Vol	K Factor	Dir. Dist.
Hyde Boulevard <sup>d</sup>	3,204	200	6.2%	57% SB	325	10.1%	50% NB/SB

- a Daily traffic expressed in vehicles per day (vpd).  
b Peak hour volumes expressed in vehicles per hour.  
c Percent of daily traffic which occurs during the peak hour.  
d Source: VHB data dated June 2021.

As shown in Table 2, Hyde Boulevard carries approximately 3,204 vehicles per day (vpd) on a typical weekday, with 6.2% of the daily traffic occurring during the weekday morning peak hour and 10.1% occurring during the evening peak hour. Hyde Boulevard traffic is heavier in the southbound direction during the morning peak hour and evenly distributed during the evening peak hour. The following chart illustrates the hourly traffic volumes on Hyde Boulevard with the primary peak occurring during a slightly

extended evening peak period (3:00 to 6:00 PM). The data shows that travel in the southbound direction has a morning and a midday peak.



Hourly traffic volumes on Hyde Boulevard between Malta Avenue and Columbia Avenue.

The ATR data also provides information regarding vehicle classification and travel speeds. **Table 3** illustrates the vehicle classifications on Hyde Boulevard. Passenger vehicles account for approximately 95% of all traffic on this segment of Hyde Boulevard. During the one week period, Class 6 vehicles (three axles or more) accounted for a total of 35 vehicles travelling northbound and 74 vehicles travelling southbound. Class 8 and above (single-unit tractor trailers with 5 or more axles) accounted for a total of 15 vehicles travelling northbound and 15 vehicles traveling southbound; an average of approximately 4 documented vehicles per day.

**Table 3 Hyde Boulevard Vehicle Classification Summary**

Classification <sup>a</sup>	Description	Northbound	Southbound
Class 1	Motorcycles/Bicycles	1.2%	1.7%
Class 2/3	Passenger Cars/Four Tires	95.5%	93.8%
Class 4	Buses	0.4%	0.7%
Class 5	Two Axles, Six Tires	2.6%	3.1%
Class 6 <	Three Axles or More	0.3%	0.6%

<sup>a</sup> Vehicle classes as defined by the Federal Highway Administration 13 Vehicle Category Classification

The Village speed limit is posted at 30-mph. Based on the 40-foot width of Hyde Boulevard and general observations noted by residents it was expected that the travel speed on Hyde Boulevard would be above the 30-mph posted speed limit. The ATR data showed that the 85<sup>th</sup> percentile travel speed in the northbound direction is 33-mph and the 85<sup>th</sup> percentile travel speed is 32-mph in the southbound direction. The average speed documented was 27-mph in both directions on this segment of Hyde Boulevard.

Although the average speed is less than the 30-mph posted speed limit and the 85<sup>th</sup> percentile operating speed is slightly above the speed limit, there is a perception by many residents that most vehicles are speeding through the Village. This is especially true on wider roads like the north end of Hyde Boulevard where there are few visual cues to remind drivers to slow down in residential areas. While the data does not support that vehicles are generally traveling above the speed limit, public comments note a general lack of comfort with vehicle travel speed.

Roadway widths vary significantly throughout the study area. As noted, Hyde Boulevard is approximately 40-foot wide and accommodates one travel lane in each direction and on-street parking on both sides of the roadway. Grove Street, which intersects Hyde Boulevard, is approximately 30-foot wide while accommodating one lane of travel in each direction and on-street parking on both sides of the roadway. Similarly, the available public right-of-way also varies on area roadways. Available right-of-way is an important consideration when determining the appropriate pedestrian and/or bicyclist treatments.

Roadway striping, especially lane striping, is minimal on area roadways with the noted exceptions of East and West High Street, Eastern Avenue, Malta Avenue, NY Route 50, and Low Street. The lack of lane striping on village, town, or city roadways is not unusual as it becomes a necessary part of the regular maintenance schedule and can be an added cost for municipalities. However, lane striping should be considered for application because the markings delineate space for different users and, on wide roads like Hyde Boulevard, can provide a visual cue for drivers to slow their travel speeds.

On-street parking is provided in several areas throughout the study area with a mix of parallel and diagonal parking with different restrictions and limitations. Off-street public parking is also provided at several locations through the study area including Malta Avenue, Bath Street, and NY Route 50 south of Hamilton Street.

## Pedestrian Accommodations and Activity

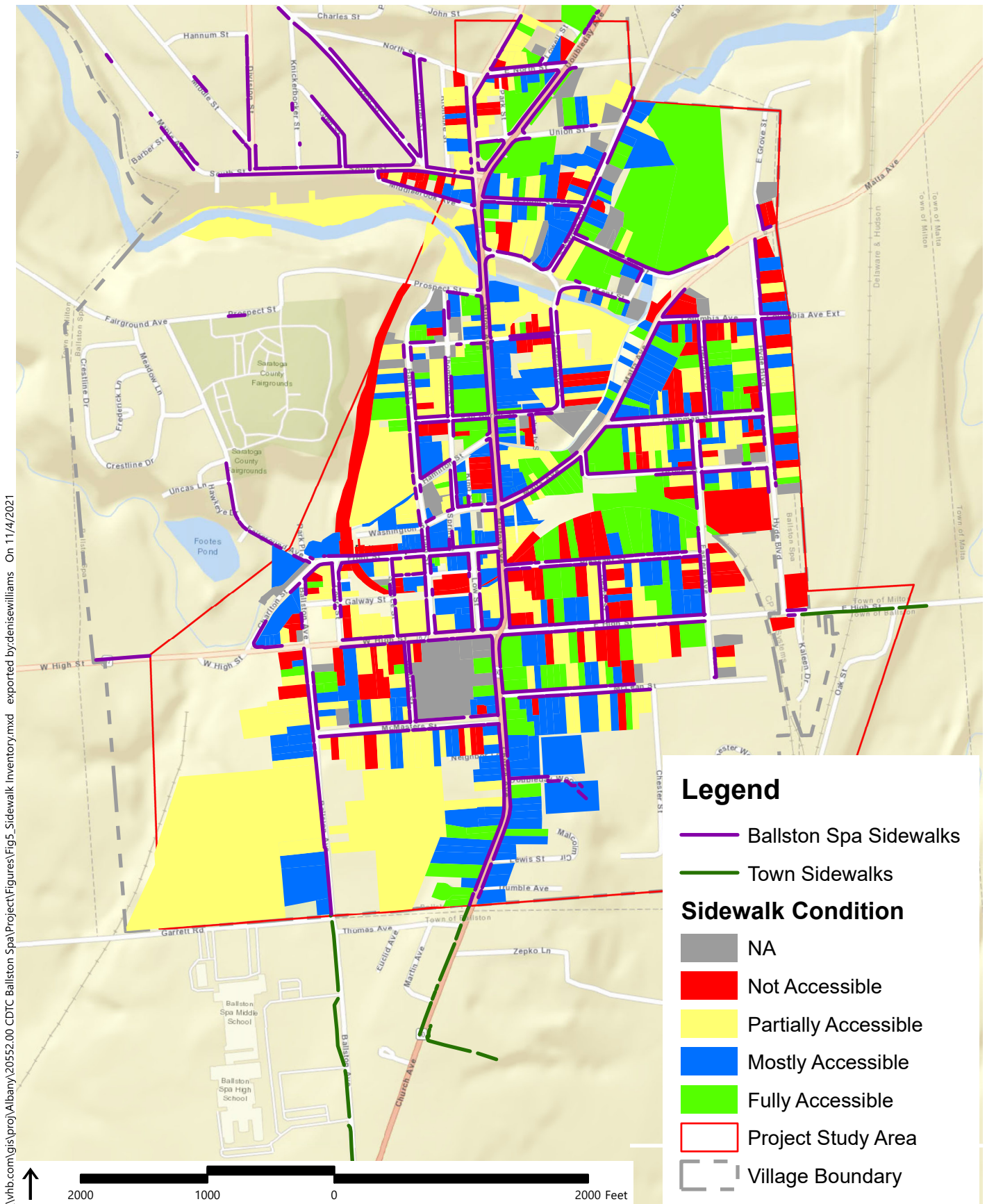
Sidewalks are generally present throughout the study area although the material, width, and condition of these sidewalks vary. A sidewalk conditions assessment was completed by Village volunteers in April to document the location and condition of all sidewalks within the study area. The sidewalk conditions assessment was designed to develop a general idea of sidewalk conditions to aid the Village in future planning decisions and was not an ADA compliance assessment. Due to the subjective nature of visual conditions ratings, there may be some variations in the conditions assessment depending upon the reviewer. The sidewalks were rated based on the following scale:

1. Not Accessible – Sidewalk may be seriously uneven with faulting greater than ½ inch that cannot be beveled/repared and will require replacement, and is of an inadequate width (less than 4 feet). Sidewalk may have serious accumulation of dirt/debris, establishment of vegetation, or other obstructions.
2. Partially Accessible – Sidewalk may have small vertical faults larger than ½ inch but could potentially be beveled/repared, large cracks, an inadequate width (less than 4 feet), small patches of spalling or another type of rough surface deterioration, and a small buildup of dirt/debris, creeping of vegetation between panels or cracks.
3. Mostly Accessible – Sidewalk is level and of adequate width (at least 4 feet wide) and is in like-new condition and may have minor cracks.
4. Fully Accessible – Sidewalk is in new or in like-new condition and is at least 4 feet wide. Sidewalk is level with no cracks, faults, or obstructions.

The sidewalk inventory also identified any gaps in the system. The results of the sidewalk condition assessment are included in Appendix A to this document and are summarized in **Figure 5**. Sidewalk condition and material varied between not present, “Not Accessible”, and “Fully Accessible” on a parcel by parcel basis. Pursuant to Village Law, Chapter 174, all property owners in the Village are responsible for the maintenance of all sidewalks that border their properties.

In addition to the sidewalks, three trails are located within the study area: The John Romano Nature Trail, the Jim Tedisco Fitness Trail, and the Zim Smith Trail. A fourth trail, the East High Street Trail, is located just outside of the study area to the east. One of the primary goals of The Plan is to connect the Village and the Central Business District to the Zim Smith Trail, which ends on Oak Street, east of NY Route 50 off of E High Street. Currently, on the pedestrian route to the Zim Smith Trail, there is a gap in the sidewalk system on E High Street between Eastern Avenue and Kaleen Drive. The Town sidewalk on the south side of E High Street between Kaleen Drive and Oak Street is in disrepair and may be difficult to navigate.

There are four intersections on NY Route 50 in the study area that operate under traffic signal control: E High Street/W High Street (NY Route 67), Front Street, Malta Avenue/Washington Street, and Prospect Street. Marked crosswalks with pedestrian pushbuttons and countdown timers are provided on each intersection approach with the exception of the NY Route 50 northbound approach at Prospect Street. Signing at the intersections vary with no overhead signing at some and both “No Turn on Red” signs and “Turning Vehicles Yield to Pedestrians” at other intersections. The Front Street/Bath Street intersection also operates under traffic signal control. There are no pedestrian indicators, countdown timers, or pushbuttons at the intersection but marked crosswalks and ramps are provided.



\\vhb.com\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig5\_Sidewalk Inventory.mxd exported by denise.williams On 11/4/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

**BALLSTON SPA PED/BIKE MASTER PLAN**

**Sidewalk Condition**

Marked crosswalks are provided across NY Route 50 and the side street approaches at the unsignalized intersections with Ford Street and Van Buren Street. The intersections include marked crosswalks, ramps, and detectable warning units on all four intersection approaches with supplemental pedestrian crossing signs.

Marked crossings are provided at unsignalized intersection in many other areas in the study area including along Front Street, Van Buren Street, Washington Street, and West High Street to name a few. These crossings generally include pavement markings, but most are lacking ramps, detectable warnings, and supplemental pedestrian signage.

Pedestrian counts were conducted during two-hour blocks at seven locations in the Village identified by the Project Team and represent intersections where pedestrians may be travelling to a community destination like the park, swimming pool, or the downtown area. Counts were conducted on the day and time when pedestrian volumes at the intersections were expected to be highest. For example, counts were conducted at the Front Street/Low Street intersection from 5:00 to 7:00 pm to coincide with the timeline when people may be walking to the area for dinner at one of the local restaurants. The results of the pedestrian counts are summarized in **Table 4**.



*Pedestrian crossing sign in the southwest quadrant of the NY Route 50/Ford Street intersection.*



**Table 4 Pedestrian Count Summary**

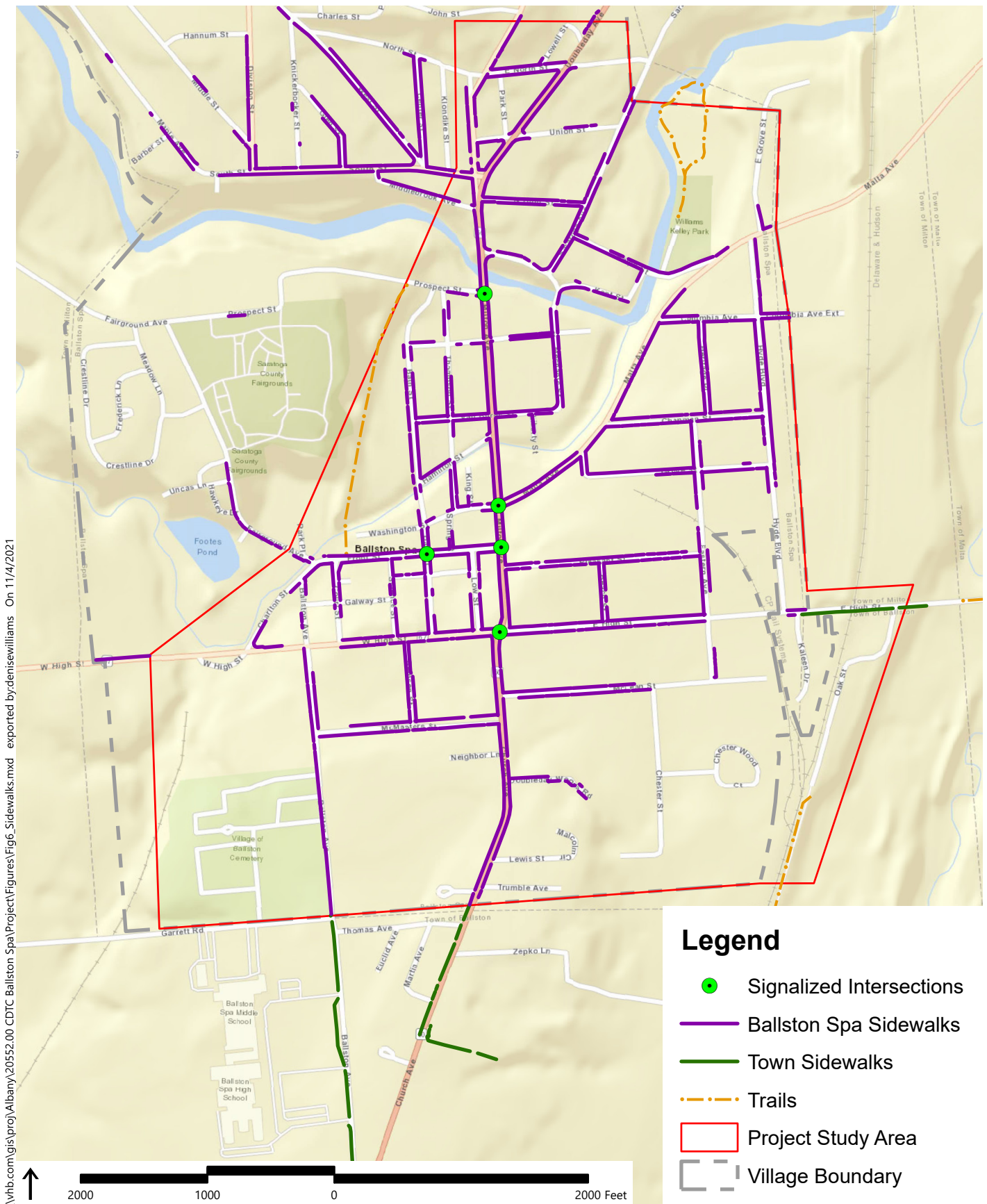
Location	Pedestrian Crossings				Not Crossing at Intersection
	East	West	North	South	
Hyde Blvd/E. High St (weekend 12-2pm)	0	0	NA	2	4
Milton Ave/Malta Ave/Washington St (weekday 8-10am)	71	30	11	26	0
Milton Ave/Prospect St (weekday 4-6pm)	17	13	31*	8	16
Doubleday Ave/North St (weekday 4-6pm)	0	1	0	0	2
Church Ave/E. & W. High St/Milton Ave (weekday 3-5pm)	2	6	1	1	14
Front St/Low St (weekday 5-7pm)	40	25	69	48	38
Ralph St/Kent St (weekend 12-2pm)	5	2	NA	0	17

\* This number includes a group of 20 kids crossing at once which is likely not a typical condition

Table 4 shows that the Front Street/Low Street intersection had the highest volume of pedestrian traffic during the two-hour count period. The on-street parking and nearby restaurant and retail land uses likely contribute to the increased pedestrian travel in this area. The Doubleday Avenue/North Street intersection located at the north end of the study area had the fewest observed pedestrians, which is understandable due to the surrounding land uses and partial pedestrian accommodations at this intersection.

**Figure 6** illustrates the location of the existing sidewalks, trails, and traffic signal controlled intersections. **Figure 7** illustrates many of the primary destinations within the study area. In general, the following is noted regarding pedestrian accommodations throughout the study area:

- › Sidewalks are generally present in the study area.
- › The presence of stop bars, marked crosswalks, ramps, and detectable warning at unsignalized intersections varies and marked crosswalks are often missing at intersections within the residential area.
- › Pedestrian equipment in the corridor is generally consistent at the signalized intersections with ramps, detectable warning units, pushbuttons, and countdown timers.
- › The condition of the pedestrian accommodations in the overall study area varied with some in good condition and some in poor condition. For example, there are some brand new curb ramps with ADA detectable warning fields and some sidewalks in disrepair with uneven surfaces.
- › Overhead and pedestrian specific signage in the corridor varies.



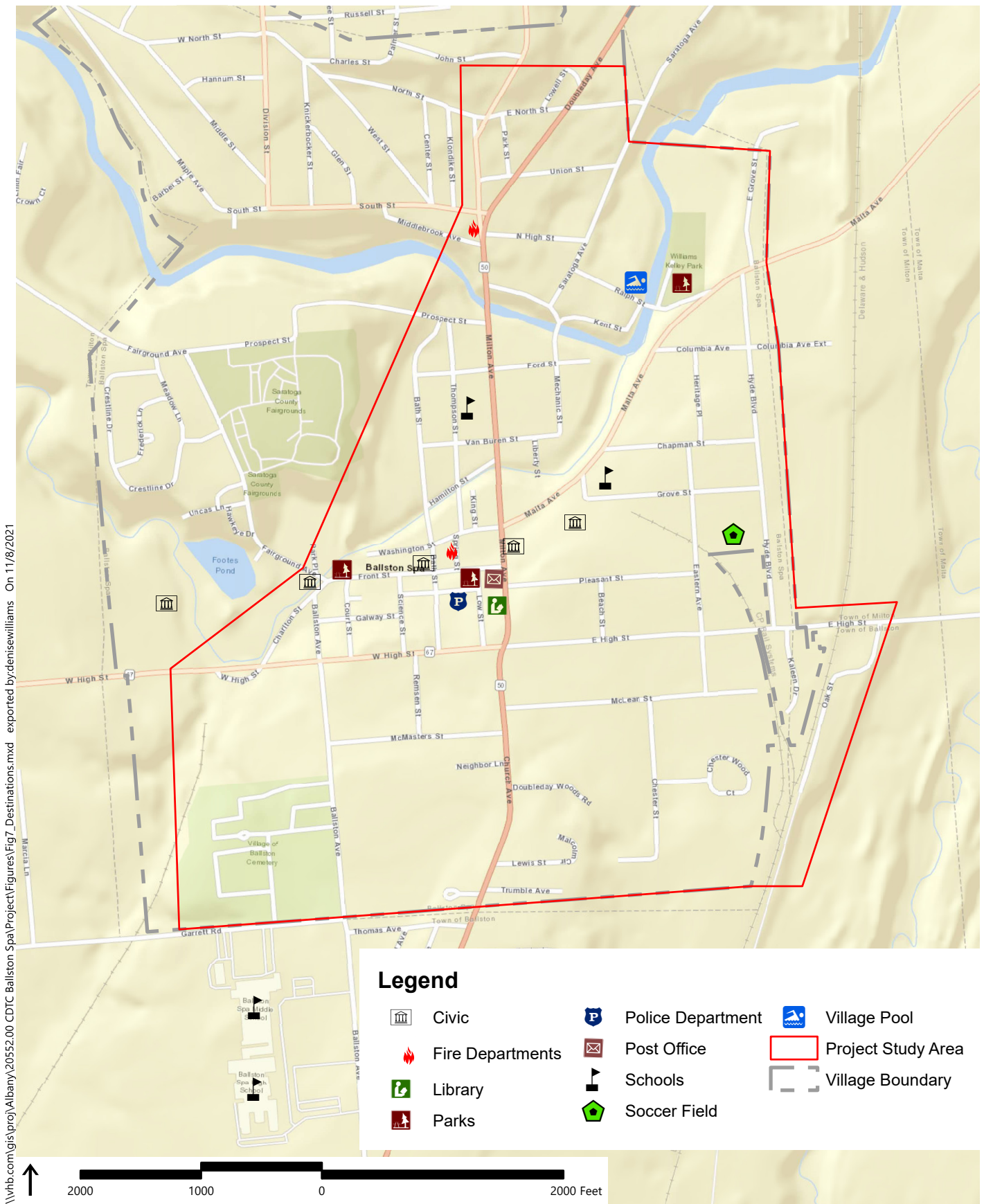
\\vhb.com\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig6\_Sidewalks.mxd exported by denise williams On 11/4/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

**BALLSTON SPA PED/BIKE MASTER PLAN**

**Sidewalks, Trails & Signalized Intersections**



\\vhb.com\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig7\_Destinations.mxd exported by denisewilliams On 11/8/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

**BALLSTON SPA PED/BIKE MASTER PLAN**

**Village Destinations**

## Bicycle Activity and Accommodations

Bicyclists typically share the road with vehicle traffic throughout the study area. There are no designated bicycle facilities in the study area or the Village of Ballston Spa. In addition to sharing the road with motorized vehicles, the lack of designated bicycle facilities can also result in bicyclists using the sidewalk. Bicycle parking is provided at several locations within the study area including all of the public parking lots for vehicles, Wiswall Park, and the access to the Jim Tedisco Fitness Trail, among others. Bicyclist activity was observed when the pedestrian counts were conducted in June to document the number of bicyclists at the intersections identified by the Project Team. The results of the bicycle counts can be found in **Table 5**. As expected, the highest volume of bicycle activity was observed at the Hyde Boulevard/East High Street intersection where the cyclists are likely traveling to and from the Zim Smith Trail.



*Vehicles parked on Oak Street to access the Zim Smith*

**Table 5 Bicyclists Observed**

Location	Bicyclists
Hyde Blvd/E. High St (weekend 12-2pm)	14
Milton Ave/Malta Ave/Washington St (weekday (8-10am)	6
Milton Ave/Prospect St (weekday 4-6pm)	0
Doubleday Ave/North St (weekday 4-6pm)	0
Church Ave/E. & W. High St/Milton Ave (weekday 3-5pm)	4
Front St/Low St (Weekday (5-7pm)	0
Ralph St/Kent St (weekend 12-2pm)	4

The Zim Smith Trail is a paved, multi-use trail connecting Oak Street in the Town of Ballston to the Champlain Canalway in Mechanicville. The trail is 11.5 miles long and travels through the Town of Malta, Village of Round Lake, and Town of Halfmoon. Data collected by volunteers of the Capital District Trails Plan, in 2016, indicates that the Zim Smith Trail near Ballston Spa served 53,781 users. The Zim Smith Trail is a popular

recreational trail and Oak Street fills with the parked vehicles of people using the trail on weekends. A 3.3 mile extension of the trail from the Town of Halfmoon to the City of Mechanicville was opened to the public in September 2020. Other proposed connections include Saratoga Spa State Park, Champlain Canal Trail, Ballston Veterans Bike Trail, Saratoga Greenbelt Trail, and Ballston Spa – Galway Link.

## Transit Service

Transit service in the Village of Ballston Spa is provided by the Capital District Transportation Authority (CDTA). CDTA Route 450 provides service from downtown Schenectady to Saratoga and Wilton Mall via NY Route 50. Buses run 7 days a week with weekday and Saturday service from approximately 4:55 AM to 12:20 AM and Sunday service from approximately 8:05 AM to 8:15 PM. Bus stops for Route 450 in the study area are located on NY Route 50 at the intersections of Doubleday Woods Drive, East and West High Street, Malta Avenue, Van Buren Street, Prospect Street, Neighbor Lane, and Union Avenue. These bus stop locations are designated by signage, but do not include additional amenities like shelters or benches. **Figure 8** shows the bus route and stop locations in the study area. The average daily ridership data provided by CDTA is summarized in **Table 6**.

**Table 6 Average Weekday Boarding and Alighting**

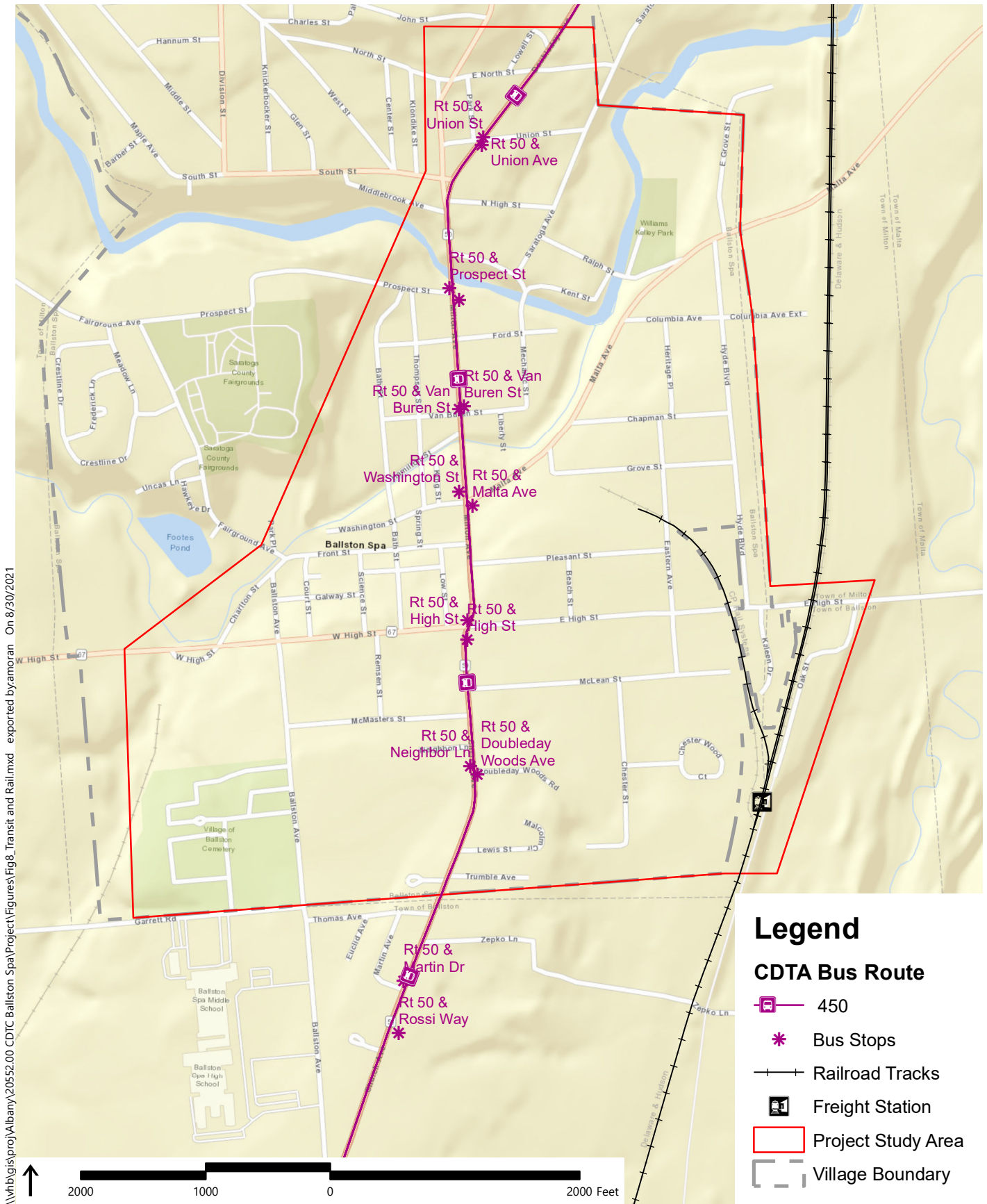
Location	Northbound		Southbound	
	Boardings	Alightings	Boardings	Alightings
NY Rt 50/Doubleday Woods Dr	2.6	2.2	N/A	N/A
NY Rt 50/E. & W. High St	3.2	3.2	3.3	6.6
NY Rt 50/Malta Ave/ Washington St	30.6	9.9	12.6	17.9
NY Rt 50/Van Buren St	6.3	2.0	5.2	5.4
NY Rt 50/Prospect St	8.2	2.8	N/A	N/A
NY Rt 50/Union Ave	8.3	3.1	4.6	9.7
NY Rt 50/Neighbor Ln	N/A	N/A	1.5	3.9

The Village of Ballston Spa is also served by the Northway Express Commuter route which provides service to Downtown Albany and the Empire State Plaza from multiple park and ride lots and major destinations in Saratoga County. The Northway Express operates Monday through Friday during the commuter peaks.

A review of ridership data illustrates that the Malta Avenue bus stop has the highest usage levels averaging 31 boardings and 10 alightings on weekdays in the northbound direction and 13 boardings and 18 alightings in the southbound direction. The northbound stop at Malta Avenue accounts for approximately half of the ridership traveling northbound and the stops at Van Buren Street, Prospect Street, and Union Avenue combined account for approximately one third of the ridership traveling northbound. The southbound stops at Malta Avenue and Prospect Street account for approximately 40% and 20% of the ridership traveling southbound, respectively.



*Individual waiting for a bus at the northbound stop at the NY Route 50/Malta Avenue intersection.*



\\vhb\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig8\_Transit and Rail.mxd exported by amoran On 8/30/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

### BALLSTON SPA PED/BIKE MASTER PLAN

#### Transit and Rail

## Crash Data Review

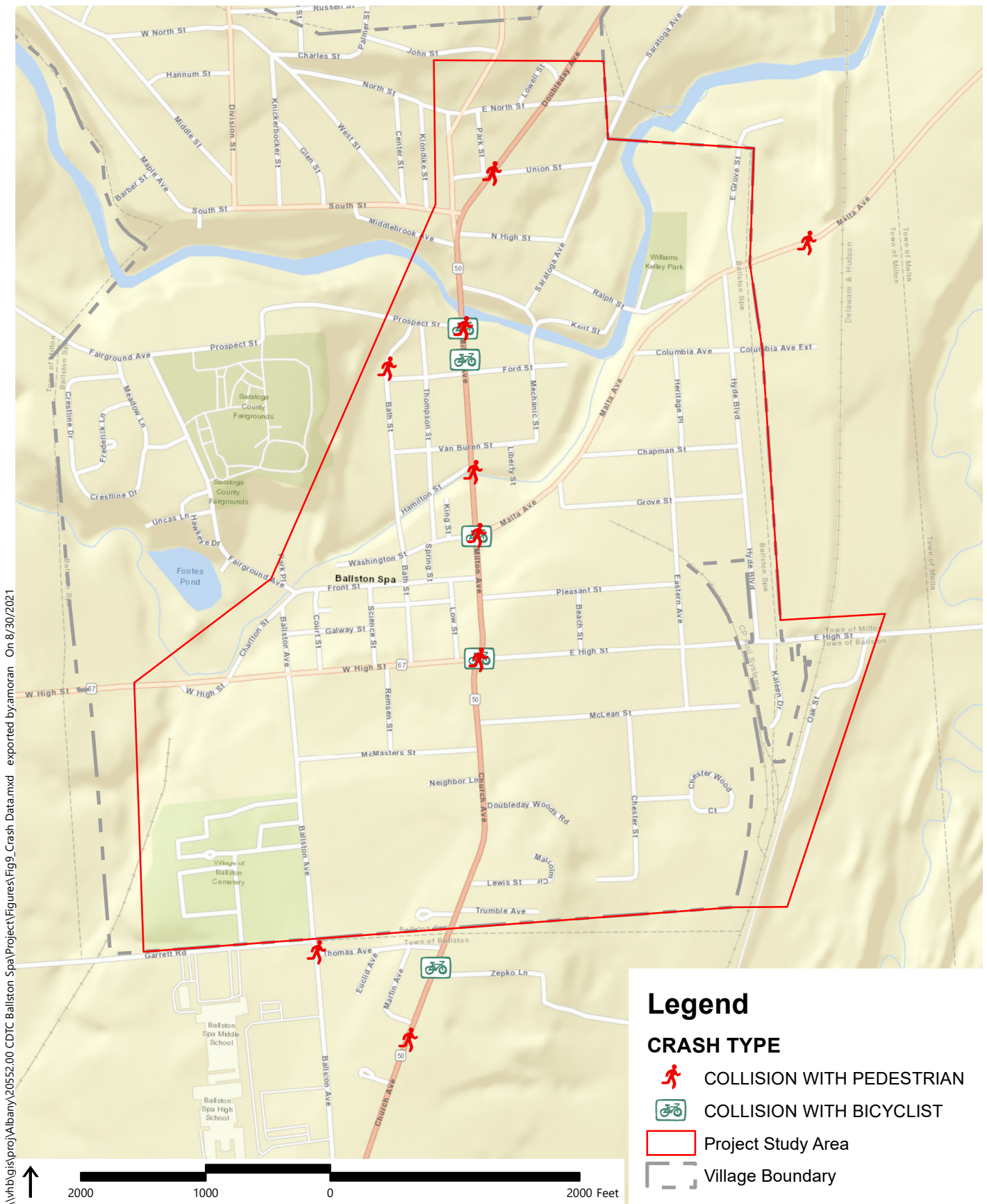
CDTC provided crash data for an area that is slightly larger than the study area boundary, for a five-year period from January 1, 2015 through December 31, 2019. The data includes an expanded area to confirm that pedestrian and bicyclist crashes immediately adjacent to the study area are also included in the crash history. Review of the data shows that during the five-year period a total of 20 pedestrian and bicycle crashes occurred within and just outside of the study area. The crash data is summarized in **Table 7**.

Review of the intersection crash data revealed that of the 20 pedestrian/bicycle crashes that occurred, half took place at an intersection. Additionally, 17 of the crashes occurred on the NY Route 50 corridor. Of the three crashes that occurred outside of the NY Route 50 corridor, one was on Bath Street, one was at the Ballston Avenue/Thomas Avenue intersection, and one was on Malta Avenue. The five bicycle crashes primarily occurred while the bicyclist was travelling along the roadway rather than crossing the street. Review of the crash data did not identify any specific crash patterns or locations; however, as part of development of The Plan, recommendations will be provided to reduce the potential for pedestrian and bicyclist crashes using information and countermeasures included in the New York State Pedestrian Safety Action Plan (NYS PSAP) and Federal Highway Administration (FHWA) Proven Safety Countermeasures.

**Table 7 Five-Year Pedestrian and Bicycle Crash History**

User	Crash Severity				Total Crashes
	Fatal	Injury	Property Damage	Non-Reportable	
Pedestrian	0	14	0	1	15
Bicyclist	0	4	1	0	5





\\vhb\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig9\_Crash Data.mxd exported by amoran On 8/30/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

**BALLSTON SPA PED/BIKE MASTER PLAN**

**Crash Locations**

# 3

## Analysis

The recommendations contained in the Pedestrian and Bicycle Master Plan will be compared using several factors. Chapter 3 provides an analysis of existing conditions and a comparison to the proposed bicycle and pedestrian facility recommendations.

### Pedestrian Level of Traffic Stress

The Pedestrian Level of Traffic Stress (PLTS) is based on methodology outlined in the Analysis Procedures Manual published by the Oregon Department of Transportation (ODOT)<sup>1</sup>. Chapter 14 of the manual outlines how to classify pedestrian facility conditions on roadways by assessing sidewalk condition and user ability simultaneously.

The ODOT PLTS uses roadway and intersection characteristics to classify roadway segments (links) and intersections based on different levels of pedestrian skill and stress tolerance. The PLTS uses sidewalk condition/width, buffer type/width, bike lane and parking width, number of lanes, posted speed, and illumination as primary factors for the link analysis. The methodology uses functional class, average daily traffic (ADT), sidewalk ramps, and crosswalk signing and markings as primary factors for intersection crossing analysis. The PLTS rating system has the following four levels of classification:

---

<sup>1</sup> Analysis Procedures Manual, Version 2, Oregon Department of Transportation, Last Updated October 2020

- › **PLTS 1 – All users.** Represents little to no traffic stress and requires little attention to the traffic situation. This is suitable for all users including children 10 years or younger, groups of people, and people using a wheeled mobility device. The facility is a sidewalk or shared-use path with a buffer between the pedestrian and motor vehicle facility. Pedestrians feel safe and comfortable on the pedestrian facility. Motor vehicles are either far from the pedestrian facility and/or traveling at a low speed and volume.
- › **PLTS 2 – Most users.** Represents little traffic stress but requires more attention to the traffic situation than of which young children may be capable. This would be suitable for children over 10, teens, and adults. All users should be able to use the facility, but some factors may limit people using wheeled mobility devices. Sidewalk condition should be good with limited areas of fair condition. Roadways may have higher speeds and/or higher volumes.
- › **PLTS 3 – Some users.** Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. This includes higher speed roadways with smaller buffers. Small areas in the facility may be impassable for a person using a wheeled mobility device and/or require the user to travel on the shoulder/bike lane/street.
- › **PLTS 4 – Most confident or trip-driven users.** Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Typical locations include high speed, multilane roadways with narrow sidewalks and buffers. This also includes facilities with no sidewalk. This could include evident trails next to roads or 'cut through' trails.

The detailed PLTS assessment is included in Appendix B to this document.

PLTS for segments is primarily driven by the sidewalk width and condition followed by the presence and width of a buffer area. For each roadway segment, the width and condition of the worst section of sidewalk will dictate the PLTS. A segment with a section of no sidewalks or of sidewalks less than 4 feet in width will automatically result in PLTS 4. To have a PLTS of 1, the sidewalk must be 6 feet or wider and in good or fair condition. Based on the sidewalk conditions assessment, most roadways in the study area have a PLTS of 3 or 4. This is not unexpected, since sidewalk condition has been a documented concern in the Village for several years. The sidewalk condition assessment will provide the Village with the data to start upgrading sidewalks by priority area.

The primary barrier to crossing at intersections for pedestrians is the travel speed and number of lanes being crossed. Intersection approaches in the study area are mostly unsignalized where roadways have a posted speed limit of 30-mph and crossings are 2-3 lanes. With these characteristics, the PLTS for the study area for all unsignalized intersections is 2 to 3. The presence of intersection lighting, ramps, and crosswalks can reduce the PLTS to a minimum score of 2. The guidance notes that traffic signal controlled crossings are identified as PLTS 1 if there are pedestrian indicators at the intersection, without the pedestrian indicators the PLTS drops to 2. This is because vehicle traffic is controlled at the intersection allowing pedestrians to cross more comfortably. If the intersection crossing lacks standard ramps it will change the PLTS to

3. Based on a review of the intersection crossing features, all of the signal controlled study area intersection crossings are PLTS 1 except for the following:

- › Milton Avenue/Prospect Street northbound approach is PLTS 2 (no pedestrian indicators)
- › Front Street/Bath Street northbound, southbound, and westbound intersection approaches have a PLTS of 2 (no pedestrian indicators)
- › Front Street/Bath Street eastbound approach is a PLTS 3 (no pedestrian indicators or standard ramps)

## Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS) is based on methodology outlined in Low-Stress Bicycling and Network Connectivity published by the Mineta Transportation Institute (MTI)<sup>2</sup>. The report outlines a method of classifying bicycle conditions on roadways that assesses both bicycle routes and bicyclist abilities simultaneously.

The MTI Level of Traffic Stress method uses roadway segment and intersection characteristics to classify segments and intersections based on different levels of bicyclist skill and stress tolerance. The BLTS uses roadway speed and volume as primary factors. The methodology also accounts for roadway width since wider roadways tend to have more complicated intersections and on-street parking, which can increase the stress of bicyclists navigating within the roadway. Finally, the presence of bicycle only lanes impacts the BLTS as designated lanes for bicycles greatly reduces the stress bicyclists encounter on the roadway system as opposed to being mixed in with the concurrent traffic. The BLTS rating system has four levels of classification:

- › **BLTS 1 – Suitable to children.** Presenting little traffic stress and demanding little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for almost all cyclists, including children trained to safely cross intersections. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a slow traffic stream with no more than one lane per direction or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where cyclists ride alongside a parking lane, they have ample operating space outside the zone into which car doors are opened. Intersections are easy to approach and cross.
- › **BLTS 2 – Interested but concerned.** Presenting little traffic stress and therefore suitable to most adult cyclists but demanding more attention than might be expected from children. On links, cyclists are either separated from traffic or are in an exclusive bicycling zone next to a well-confined traffic stream with adequate clearance from a parking lane or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where a bike lane lies between a through lane and a right-turn lane, it is configured to give cyclists unambiguous priority where cars cross the bike lane and to keep car speed in the right-turn lane comparable to bicycling speeds. Crossings are not difficult for most adults.

<sup>2</sup> Low-Stress Bicycling and Network Connectivity, Mineta Transportation Institute, May 2012

- › **BLTS 3 – *Enthusied and confident*.** More traffic stress than BLTS 2, yet markedly less than the stress of integrating with multilane traffic, and therefore welcome to many people currently riding bikes in American cities. Offering cyclists either an exclusive riding zone (lane) next to moderate-speed traffic or shared lanes on streets that are not multilane and have moderately low speed. Crossings may be longer or across higher-speed roads than allowed by BLTS 2 but are still considered acceptably safe to most adult bicyclists.
- › **BLTS 4 – *Strong and fearless*.** A level of stress beyond BLTS 3.

The detailed results for the study area segments and intersections are included as Appendix C to this document.

There are no dedicated bicycle facilities in the study area; therefore, the results of the Bicycle Level of Traffic Stress generally show that all roadway segments in the study area have a minimum BLTS of 2. E. High Street has a BLTS of 4 since the posted speed limit is greater than 35 mph. All other study area roadways have a BLTS of 2 or 3 depending on the presence of centerline striping; roadways with centerline striping have a BLTS of 3 and those without have a BLTS of 2.

The primary barriers to bicycle crossings at intersections are the travel speed and number of lanes being crossed. Intersections in the study area are mostly comprised of unsignalized intersections where roadways have a posted speed limit of 30-mph and crossings are only 2 to 3 lanes. With these characteristics, the BLTS for the study area at unsignalized intersections is BLTS 1. The guidance notes that traffic signal controlled crossings do not usually present a barrier to cycling; therefore, the traffic signal controlled intersections were not included in the intersection evaluation. According to the BLTS classification system, the majority of the intersection crossings in the study area are “Suitable to children”. However, the roadways connecting the intersections have a BLTS of 2 “Interested but concerned” or 3 “Enthusied and confident”.

# 4

## Public Involvement

The Village of Ballston Spa Pedestrian and Bicycle Master Plan public engagement process included focus group meetings, a bicycle demonstration project and accompanying survey, two public open houses, a video posted online detailing the project, and distribution of printed materials throughout the Village including at the library and on a CDTA bus route, and posting of materials to the project website. Press releases and social media posts also helped inform the public about project details. A project distribution list that included over 100 members of the public received periodic updates during the course of the project.

### Focus Groups

Four focus group virtual meetings were held in May 2021 with about a dozen participants (plus members of the SAC at each session). The meetings included three different focus areas: the downtown area, outside of the downtown area, and the Zim Smith Trail. An additional discussion with Saratoga County representatives was held related to the upcoming Saratoga County feasibility study that is looking at how to connect the Zim Smith Trail, in the vicinity of Ballston Spa, to Saratoga Spa State Park.

### Focus Group Summary Conclusions

Below is a summary of the discussions that occurred among Focus Group participants.

- › Participants highest priority is connecting the sidewalk network and filling in gaps.
  - Key areas for sidewalk connections include: the downtown area, schools, grocery stores and important services, Kelley Park, the north side of the Village, and the Milton Town Center area.
- › Participants prioritized connections to the Zim Smith Trail and ultimately connecting to Saratoga Spa State Park. Wayfinding signage to and from the Trail were considered to be very important.
- › Utilizing the Kayaderosseras Creek, Tedisco Trail, and utility right-of-way for off-road connections.
- › Bike lanes, sidepaths, shared use paths, and marking shared roadways with sharrows all received positive feedback.
- › Other priorities include traffic calming, improving transit accessibility in the Village, placing appropriate street trees adjacent to sidewalks, adding streetscape amenities such as bike racks, benches, and pedestrian-scale lighting, and development of a bike share program.

The detailed Focus Group meeting summaries are included in Appendix D.

## Publicizing the Project

The public involvement process included a number of ways to inform the public about the project. Outreach included printed materials distributed widely throughout the Village through several different venues, the use of the project website and Village of Ballston Spa social media, press releases distributed to a number of local news outlets, and a project e-blast distribution list. The SAC distributed the printed flyers, bookmarks, and rack cards throughout the Village. Bookmarks were distributed through the library books checked-out, and rack cards were placed on CDTA Route #450 buses. A number of news articles were published advertising the public open house, the demonstration project, and the final public meeting.

The materials shown here, used for the rack card and bookmark, included a link and QR code to the project website for more information on the project. The project video, screenshot shown here, was posted on CDTC's YouTube Channel.

## Project Website and Interactive Map

The project website found at: <https://projects.vhb.com/ballstonpapbmp/default.htm> and the adjacent QR code included information about the project history and status, project meeting materials, and project documents. SAC meeting notes, presentations, and recordings of the virtual meetings were posted to the project website as well as presentations, project boards displayed at the Open House, and Open House and Public Meeting notes are also posted on the website. The website also hosted an interactive map where the public could indicate areas of needed improvement in the Village for pedestrian and bicycle infrastructure. As of September 2021, 158 comments had been received. The majority of the comments were related to the desire for sidewalk improvements and noted missing sidewalk connections in the Village. Comments on the map were primarily concentrated along Milton Avenue (NY Route 50), Malta Avenue, East and West High Street, Hyde Boulevard, Prospect Street, the north end of the Village (outside of the Study Area), and scattered in other locations. Other comments on the interactive map related to connecting to



*Sample of Public Outreach Materials and the Project Video*





the Zim Smith Trail, traffic calming, and the desire for improved bus shelters. The full set of comments can be seen in Appendix E.

## Demonstration Project and Survey

Demonstration projects allow for a real-world example of a different traffic pattern, or new infrastructure to be tested out by the public. These temporary installations are intended to test desired or potential options for feasibility and garner feedback about the installation and/or the particular location. Temporary installations can be adjusted based upon public input received and installed permanently, if desired.



*Project Team Volunteers*



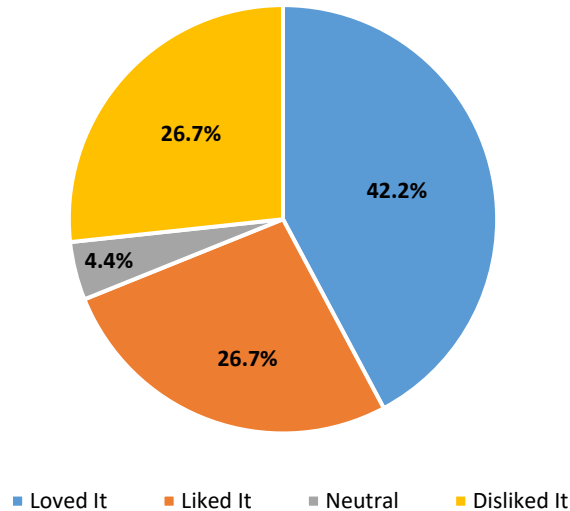
*Installed Demonstration Project*

The temporary Demonstration Project was installed on Hyde Boulevard between Chapman Street and Grove Street and was open between June 28 – July 6, 2021. This location was chosen due to its proximity to the soccer field and nearby Zim Smith Trail and based on the available width on Hyde Boulevard which allowed the space to maintain the existing on-street parking, stripe two bicycle lanes, and maintain approximately 11-foot wide vehicle travel lanes. The Demonstration Project included a bicycle lane in each direction and “sharrows” at the end of each bike lane at the Grove Street and Chapman Street intersections. The demonstration project dimensions were consistent with National Association of City Transportation Officials (NACTO) design guidelines for a road with the characteristics of Hyde Boulevard. Informational signage was placed at either end of the Demonstration Project limits during the approximately one-week demonstration period with a feedback link for people to share their thoughts through an online SurveyMonkey survey.

Members of the Project Team went door-to-door near the demonstration project to hand deliver a letter and map about the Demonstration Project prior to its installation. The Village Board of Trustees approved the installation of the Demonstration Project at their May 24, 2021 meeting. Several e-blasts were sent out to the project distribution list to publicize the Demonstration Project and advertise the survey.

There were 45 survey responses received during the survey time period. The majority of the respondents live in the vicinity of the Demonstration Project and use Hyde Boulevard as a motorist or other travel mode such as a walker and/or a bicyclist. As shown in the pie chart below, the majority of respondents loved or liked the Demonstration Project (68.9% total), while 4.4% were neutral and 26.7% disliked it.

### Demonstration Project Response



One comment received noted the following:

“I like that the village may become more safe for bicyclists and pedestrians.”

Some of the comments related to the design and placement of the bicycle lanes while some respondents noted that they would have liked to have seen a different bicycle treatment such as two-way bicycle traffic on one-side of the street. Regarding whether the respondents would like to see the Demonstration Project on their street, there were mixed results with 41.9% saying yes, 37.2% saying no, and 20.9% being unsure. When asked where permanent pedestrian and bicycle facilities would be appropriate, responses included the following locations: Hyde Boulevard, McMaster Street, Kaleen Drive, Eastern Avenue, Malta Avenue, Rowland Street, Church Street, Fairground Avenue, Ballston Avenue, E. High Street, Front Street, and to the Zim Smith Trail. Connections to the high school, improvements to sidewalks, and traffic calming were also mentioned in the responses. The Hyde Boulevard Demonstration Project Survey and results can be seen in Appendix F.

## Public Open House and Public Meeting

On June 30, 2021, Public Open House #1 was held at Kelley Park from 6:00 to 8:00 PM to introduce the study to the community in person to supplement the virtual meetings and website, and receive input regarding pedestrian and bicyclist concerns and recommendations. The public was provided with a short presentation about the project and the planning process and had a chance to share their thoughts and ideas for pedestrian and bicycle improvements based upon some representative images. Information about the Hyde Boulevard Demonstration project was discussed and key Village destinations were identified and confirmed.

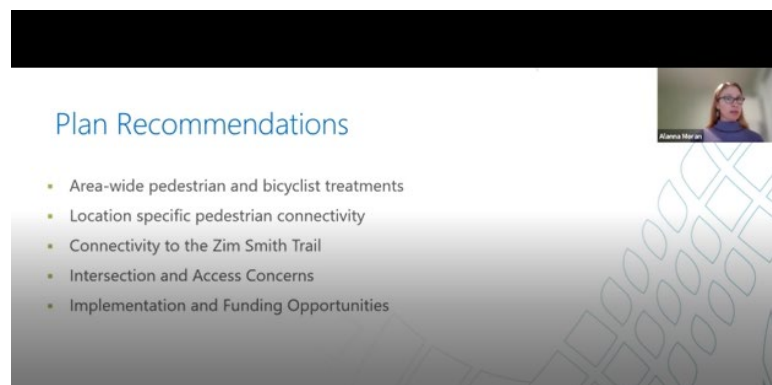
The second Public Meeting was held on November 18, 2021 on Zoom from 7:00 to 8:30 PM following release of the Draft Plan for public comments. The public was provided with a presentation on the Draft Plan's recommendations and there were several interactive polls throughout the meeting to solicit feedback from meeting participants about their priorities. There was also a question and answer session at the end of the meeting for participants to ask questions about the Draft Plan's recommendations.



*Presentation during Public Open House #1*



*Discussion during Public House #1*



*Presentation During Virtual Public Meeting*

# 5

## Plan Recommendations

Using information obtained through review of the previously completed studies, the existing conditions assessment, and information obtained through public and Study Advisory Committee input, a number of plan recommendations were identified to address pedestrian and bicyclist accommodations. The recommendations often include a level of trade-off since there can be limited right-of-way and physical features (like bridges) that affect the buildability of options.

### Area-Wide Pedestrian and Bicyclists Treatments

Several low cost pedestrian and bicyclist treatments were reviewed to determine the preferred option in different segments of the study area to improve pedestrian and bicyclist connectivity and accommodations. Most of the treatments have been included in the overall recommendations; however, the following treatments can be used Village-wide as needed to improve bicycle and pedestrian access and safety.

#### Sidewalks

Sidewalks in residential neighborhoods should be a minimum of 5 feet wide and can be 4 feet wide in constrained areas. Where space allows, a 2-5 foot-wide buffer should be planned between the sidewalk and the roadway. This buffer improves the walking environment, enhances livability of the neighborhood, and can provide space for utility

poles, street trees/landscaped green space, and other street appurtenances as appropriate.

## Paved Shoulders

Paved shoulders lie at the edge of roadways. Though not formally considered a pedestrian facility, they can serve as a functional space for walking in the absence of a nearby sidewalk. Pedestrian warning signs can be included to alert motorists to watch for pedestrians. (Note the pedestrians should always walk against traffic.) According to the Federal Highway Administration's (FHWA's) Proven Safety Countermeasures report, paved shoulders can reduce crashes involving pedestrians by 71%. Shoulder bikeways typically include a minimum 4' wide paved shoulder and often include bicycle route signage. Four feet is the preferred minimum width needed for bicyclists to ride with a modest level of comfort, depending on traffic speeds and vehicular volume. Signs alerting motorists of the presence of bicyclists may be used.



*VHB photo of paved shoulder*

## Marked Crosswalks

Though not always marked, pedestrian crossings are allowed at intersections. Crosswalks can be striped (marked) at intersections throughout the study area and the Village to emphasize a pedestrian crossing as desired. Marked crossings should lead to pedestrian facilities on both sides of the crossing. A marked crossing can be either a ladder style crossing or a pair of perpendicular lines.

## High-Visibility Crosswalks

High-visibility crosswalks can be striped at key pedestrian crossing locations and at signalized intersections and should lead to pedestrian facilities on both sides of the crossing. A ladder style crossing enhances visibility of the crosswalk relative to a pair of perpendicular lines which can be difficult for drivers to perceive. Crosswalks can be supplemented by In-Street Pedestrian Crossing signs or Pedestrian Crossing sign assemblies which increase drivers' awareness of the crosswalk, especially at night.



*VHB photo of high-visibility crosswalk*

## Raised Crosswalks

Raised crosswalks place the pedestrian crossing at the same grade as the adjacent sidewalks and should incorporate the high-visibility striping with painted chevrons on the ramp up. Raised crosswalks create a visual cue that forces drivers to slow down on the approach and function similar to a speed hump. While beneficial to visibility and speed reduction, raised crosswalks can also make snow and ice removal difficult.



*VHB photo of raised crosswalk*

## Curb Extensions

Curb extensions improve visibility for those waiting to cross a roadway and reduce the crossing distance for pedestrians. They also help to calm traffic by creating a visual “pinch point” in the roadway and reducing the typical turning radius for motor vehicles. They are most typically used adjacent to an on-street parking lane.



*VHB photo of curb extensions*

## Rectangular Rapid Flashing Beacons (RRFBs)

Rectangular Rapid Flashing Beacons (RRFBs) as shown in the adjacent photograph are pedestrian-actuated warning beacons located at unsignalized intersections or mid-block crossings. They increase motorists’ awareness of pedestrians and work well in conjunction with curb extensions and high-visibility crosswalks. According to FHWA’s Proven Safety Countermeasures report, they reduce crosswalk-related crashes involving pedestrians by 69%. Generally, RRFB usage should be limited to locations with 20 or more pedestrians in a one-hour period.



*VHB photo of RRFB*

## Americans with Disabilities Act Upgrades

The Americans with Disabilities Act prohibits discrimination against people with disabilities in employment, public accommodation, communications, governmental activities, and transportation. Areas of improvement in the study area to meet ADA guidelines include:

- › The design of curb ramps
- › The inclusion of detectable warning surfaces
- › The provision of a level sidewalk of sufficient width
- › The addition of accessible pedestrian pushbuttons in appropriate locations

## Marked Shared Lane (Sharrow)

A marked shared lane is a general purpose travel lane marked with shared lane markings (sharrow) used to encourage bicycle travel and proper bicyclist positioning within the lane. Under many conditions, sharrows may be placed in the middle of the lane to discourage unsafe passing by motor vehicles.



*VHB photo of “sharrow” marking*

## Bicycle Lanes

Bicycle lanes designate a lane for the exclusive use of bicycles via roadway pavement markings and signage. Reducing travel lane width can help provide space for a standard 5'-wide bicycle lane. Bike lanes may be added to roads with extra wide travel lanes or in replacement of a parking or travel lane. To preserve curb-side parking, bicycle lanes can be striped next to parking; however, this design can create conflict points as drivers enter the bicycle lane when entering or exiting the designated on-street parking area. If space is available, a wide parking aisle or 2' buffer between the bicycle lane and the parking aisle decreases the likelihood that bicyclists will be struck by opened car doors of parked vehicles or conflict with people entering or exiting their vehicle. The buffers provide an enhanced visual separation from passing traffic and/or protection from the opening of car doors in the adjacent motor vehicle parking aisle.



*Source: [www.pedbikeimages.org/](http://www.pedbikeimages.org/)Dan Burden*



## Shared-Use Path/Sidepath

Shared-use paths typically align within former rail corridors, along rivers, and through parks while sidepaths are located adjacent to and parallel with a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities compared to on-road facilities. While more expensive than on-street bikeways, shared-use paths and sidepaths can help promote bicycle tourism and economic development. Additional design considerations at driveways and side street crossings are also needed for sidepaths to address potential conflicts.



*VHB photo of shared-use/sidepath*

## Pedestrian Connectivity

Consistent with previously completed studies, many comments received on the project website, interactive map, and public input sessions noted the need for improved sidewalk conditions and infill of existing gaps in sidewalk infrastructure. Primary areas recommended for Village sponsored sidewalk construction include Hyde Boulevard, East High Street, West High Street, and Malta Avenue. As noted previously, pursuant to Village Law, property owners in the Village are responsible for the maintenance of sidewalks that border their properties. The Village code also states that sidewalks constructed to the appropriate Village standards can be reimbursed at a rate of \$2.50 per square foot of sidewalk and curbing with proper receipts and billing information. This program is intended to help offset the cost of the sidewalk construction or repair borne by the property owner. Based on the sidewalk conditions assessment summarized on Figure 4, many of the existing sidewalks in the Village are in disrepair indicating that property owners are not adequately maintaining the sidewalks adjacent to their property. To further incentivize property maintenance and repair, the Village could increase the reimbursement amount or enforce the sidewalk maintenance policy and begin levying fees for substandard sidewalks. As cost of materials has increased, the Village may wish to re-evaluate the reimbursement program.

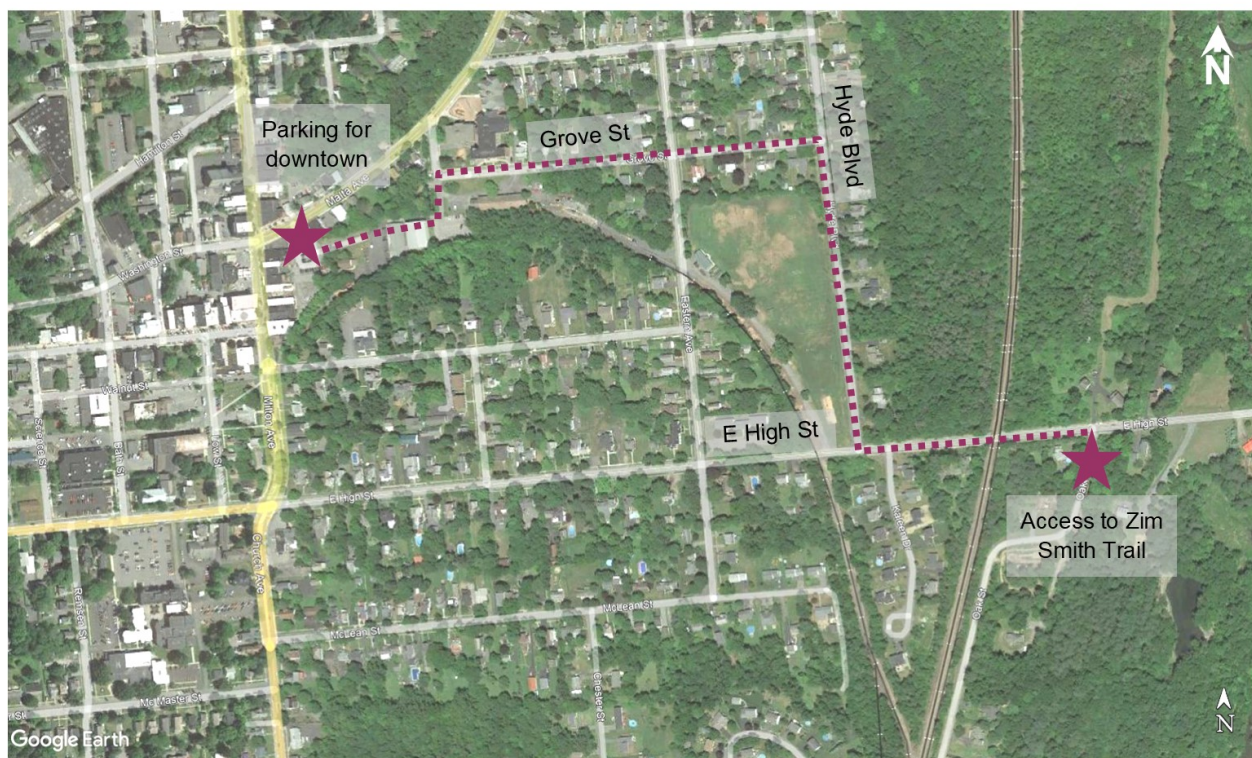
In addition to sidewalk infill, marked crosswalks may be beneficial at multiple locations in the study area. While often unmarked, crossings are legally allowed at an intersection. Often, due to budgeting and maintenance constraints, municipalities may choose to limit pavement striping, including crosswalks, within the municipality. Striping should be installed at key crossing locations near schools and at major pedestrian destinations (like Front and Bath Streets). High-visibility crosswalks were ranked as a high priority during the Virtual Public Meeting. In addition to these key locations, the SAC identified the need for a crossing of NY Route 50 near the south Village line to serve residents travelling to and from destinations in the Town of Ballston outside of the Village. Representatives of the Village should coordinate with representatives from the Town of Ballston and NYSDOT to identify the preferred crossing in this area.

Specific pedestrian connectivity projects and plans are listed below.

1. **Complete an ADA transition plan in the study area and the Village.** This plan will serve to identify the priority locations for repair and construction. Figures 5 and 6 can also be used to identify locations with sidewalk gaps in the study area. As opportunities arise, the gaps in the sidewalk network should be filled in by the property owner of individual parcels or by the Village.
2. **Construct a sidewalk on the north side of East High Street from Hyde Boulevard to Eastern Avenue.** Construction of this sidewalk will complete the pedestrian network between the soccer fields, playground, and park to downtown.
3. **Complete the sidewalk network on one side of West High Street from Charlton Street to the Saratoga County Office Building.** This connection is important for Village residents with limited mobility choices to access nearby services and requires coordination with the NYSDOT and adjacent landowners.
4. **Complete the sidewalk on the north side of Malta Avenue from East Grove Street to Ralph Street.** Construction of this segment will complete the pedestrian connection between Hyde Boulevard and Ralph Street with logical termini.
5. **Coordinate with NYSDOT and the Town of Ballston to identify the preferred location for a pedestrian crossing on NY Route 50 near the south Village line.** The crossing would serve residents travelling to and from destinations in the Town of Ballston outside of the Village.

## Connectivity to the Zim Smith Trail

One of the primary goals of this study was to provide recommendations for a safe connection between the Zim Smith Trail and the Village. Although a direct connection is preferred, safety is the most important consideration in developing a route directing bicyclists to and from downtown and the Zim Smith Trail. Review of the study area indicates that the preferred route (illustrated below) between the Zim Smith Trail and downtown Ballston Spa is via East High Street to Hyde Boulevard to Grove Street, and then south on Pine Street into the parking lot for the Ballston Area Community Center and the Malta Avenue parking lot. To facilitate this connection for both bicyclists and pedestrians, recommendations are provided for several different roadway segments and intersections as described below.



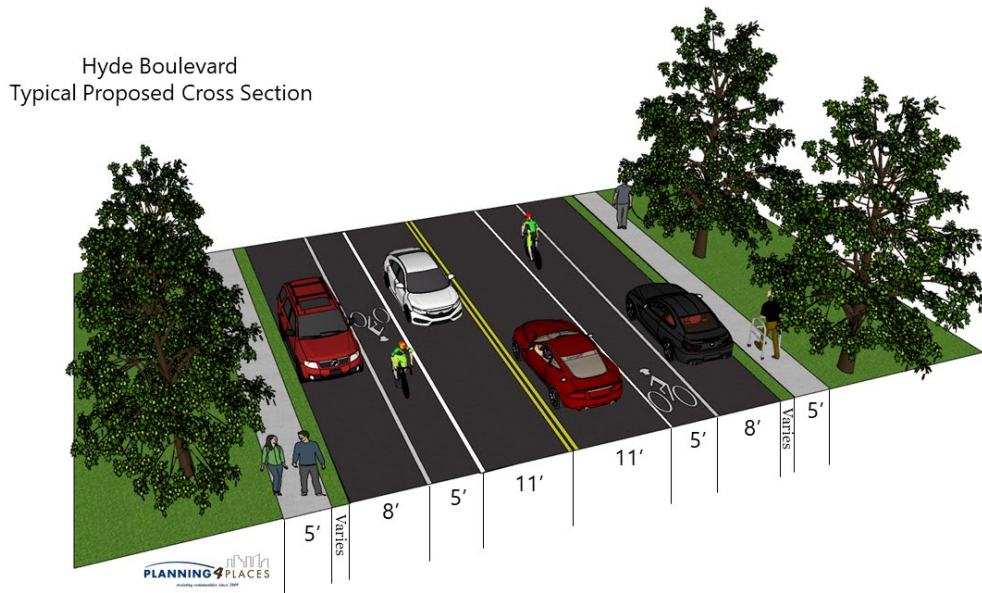
*Preferred route between the Zim Smith Trail and downtown Ballston Spa*

Generally, comments received from the public and the SAC noted that confident bicycle riders will access the trail travelling on East High Street to Oak Street. However, less confident riders often find the section of East High Street from Hyde Boulevard to Oak Street intimidating due to the lack of a dedicated bike facility and the increased speed limit east of Hyde Boulevard. As noted, Saratoga County is currently concluding a feasibility study to continue the Zim Smith Trail as an off-road facility from Oak Street to Saratoga Spa State Park. Although in the preliminary design phase, this portion of the Trail is expected to cross East High Street at Oak Street and will not change the cross section of East High Street west of Oak Street.

In anticipation of the increased crossings on East High Street associated with the trail connections, the Village should coordinate with the Town of Ballston and Saratoga

County to petition NYSDOT to lower the 45-mph posted speed on East High Street from Hyde Boulevard to the Zim Smith Trail connection at Oak Street. Additionally, the Village should coordinate with the Town of Ballston to provide way-finding signage directing Trail users to the Village. Sidewalks currently exist on both sides of East High Street between Hyde Boulevard and Oak Street to accommodate pedestrians; however, to better accommodate bicyclists East High Street could be re-striped to provide two 10-foot wide travel lanes and 5-foot bike lanes or as an alternative, the existing travel lanes can be marked with sharrows amplifying the shared use of the roadway by bicyclists.

Hyde Boulevard between East High Street and Grove Street allows on-street parking and has short sections of sidewalk on both sides of the roadway near Grove Street. The pavement width varies from 30 feet near East High Street to 45 feet near Grove Street. Maintaining on-street parallel parking on both sides of the roadway and providing bike lanes, sidewalks, and a maintenance strip (consistent with the remainder of Hyde Boulevard), would require approximately 66-feet of width depending on the width of the maintenance strip. This cross section is illustrated in the image below.



*Hyde Boulevard proposed cross section with sidewalks, parking, and bike lanes*

Other options for Hyde Boulevard include removing on-street parking on one or both sides of the roadway, removing the maintenance strip, or using a different type of bicycle treatment. For example, removal of on-street parking on one side of the roadway would allow for a two-way bicycle path (minimum of 8-feet wide) to provide a single side path to serve pedestrians and bicyclists on one side of the roadway. This project could include construction of a paved parking lot on the south end of the soccer fields to accommodate potential parking lost through the roadway modifications to Hyde Boulevard.

Grove Street is a two-lane roadway with on-street parking, curbing, and a mostly complete sidewalk network. To continue the connection from the Zim Smith Trail to

downtown for pedestrians, the missing sections of sidewalk should be constructed. In addition, Grove Street should be marked with sharrows and Share the Road and wayfinding signs should be installed.

There is an existing paved vehicle connection from Grove Street to the downtown Malta Avenue parking lot; however, it is not an intuitive route for pedestrians and bicyclists destined to the downtown area. Wayfinding signing should be provided between Grove Street and the Malta Avenue parking lot and sharrow markings with Share the Road signs should be installed on the existing paved section between Grove Street and the Malta Avenue parking lot. In addition, to better facilitate the pedestrian movement, an asphalt path should be constructed with pedestrian level lighting to separate pedestrians from vehicle and bicycle traffic between Grove Street and the Malta Avenue parking lot.

The segment of Hyde Boulevard between Grove Street and Malta Avenue has existing sidewalks, curbing, and on-street parking. To accommodate bicyclists along this segment of Hyde Boulevard, the northbound and southbound travel lanes should be separated by centerline striping and the roadway should be marked with sharrows and Share the Road signs to note the presence of bicyclists in the area.

Specific Zim Smith Trail connectivity projects are listed below.

6. **Re-stripe East High Street from Oak Street to Hyde Boulevard with 10-foot travel lanes and 5-foot bike lanes or wider travel lanes with sharrow symbols. Provide wayfinding signage directing Zim Smith Trail users to Hyde Boulevard to reach downtown.** These improvements will help less confident bicycle riders access the Zim Smith Trail. In anticipation of the increased crossings on East High Street associated with the trail connections, the Village should coordinate with the Town of Ballston and Saratoga County to petition NYSDOT to lower the posted speed on East High Street from Hyde Boulevard to the Zim Smith Trail connection at Oak Street. Additionally, the Village should coordinate with the Town of Ballston to provide wayfinding signage directing Trail users to the Village.
7. **Install a high visibility crosswalk on the east leg of East High Street at Hyde Boulevard with approach signage.** As part of connectivity to the Zim Smith Trail, a high visibility crosswalk installed on the east leg of East High Street with appropriate signage on the eastbound and westbound approaches will increase the conspicuity of the crossing.
8. **Widen Hyde Boulevard between East High Street and Grove Street to provide a sidewalk on each side of the roadway, bike lanes, and separate the travel lanes with centerline striping. On-street parking can either be maintained or removed.** There are no dedicated pedestrian or bicyclist facilities on this section of Hyde Boulevard. As part of the primary route from the Zim Smith Trail to the downtown center, construct pedestrian and bicyclist facilities on this section of Hyde Boulevard to facilitate multi-modal connectivity. Other options for Hyde Boulevard include removing on-street parking on one or both sides of the roadway, removing the maintenance strip, or using a different type of bicycle treatment like a two-way bicycle path or a single side path to serve bicyclists on one side of the roadway. Construct a parking lot on the south end of the soccer fields to replace any lost parking.

9. **Provide wayfinding signage, sharrows, and Share the Road signs on Grove Street between Hyde Boulevard and Pine Street directing bicyclists to downtown and the Malta Avenue parking lot. Complete the sidewalk network on Grove Street.** Complete the multi-modal needs on Grove Street to connect the Zim Smith Trail with downtown.
10. **Provide wayfinding signage between Grove Street and the Malta Avenue parking lot and install sharrow markings with Share the Road signs. Construct an asphalt path with pedestrian level lighting to separate pedestrians from vehicle and bicycle traffic between Grove Street and the Malta Avenue parking lot.** These improvements will complete the connection for pedestrians and bicyclists between the Zim Smith Trail and downtown. Clarifying use of the existing paved vehicle connection from Grove Street to the Malta Avenue parking lot with sharrow markings and constructing an asphalt path for pedestrians with wayfinding signs will clarify the connection to downtown. Providing pedestrian level lighting will increase visibility during dark conditions improving safety for users.
11. **To accommodate bicyclists on Hyde Boulevard north of Grove Street, the northbound and southbound travel lanes should be marked with sharrows and Share the Road signs. Additionally, provide centerline striping.** Identifying the roadway segment for bicyclists through striping and signage will remind drivers that bicyclists also use this roadway segment.

The Zim Smith Trail connectivity projects can be completed individually; however, it may make most sense to complete them in the following order:

- › Install a crosswalk across East High Street.
- › Re-stripe East High Street from Oak Street to Hyde Boulevard and provide wayfinding signage.
- › Widen Hyde Boulevard to provide pedestrian and bicycle accommodations and provide wayfinding signage.
- › Provide striping and signage on Grove Street from Hyde Boulevard to Pine Street.
- › Construct a pedestrian path and provide wayfinding signage and roadway striping between Grove Street and the Malta Avenue parking lot.
- › Provide striping and signage on Hyde Boulevard north of Grove Street.

Additionally, should funding for the full construction projects be difficult to obtain, wayfinding signage and sharrows could be installed from Oak Street to the Malta Avenue parking lot (via the recommended route) as a short-term, low cost project to formalize the identified route from the Zim Smith Trail to the central business district.

## Intersection and Access Concerns

Comments received on the project website and interactive map and at the public information session identified several intersections of concern in the study area. Concerns included a mix of pedestrian, bicyclist, and vehicle operations and safety. The specific concerns are noted:

- › Hyde Boulevard/Malta Avenue – Concern with pedestrian safety while crossing

the intersection.

- › Malta Avenue/Ralph Street – Concern with pedestrian safety while crossing Malta Avenue. Students at the Ballston Area Community Center near Pine Street often travel to and from Kelley Park and the Village pool.
- › NY Route 50/Front Street – Concern with vehicular delays associated with the northbound left-turn movements at the intersection. To minimize vehicular delays to northbound traffic at this intersection the traffic signal could be modified to provide an exclusive northbound phase allowing drivers to turn left onto Front Street with a protected movement.
- › Ballston Ave/West High Street (NY Route 67) – Concern with safety for drivers turning left from Ballston Avenue to West High Street.
- › Front Street Central Business District – Concern with pedestrian access, parking, and circulation in the central business district.

The following projects are recommended to address intersection access and safety concerns.

12. **Complete the sidewalk on the southeast side of Malta Avenue to Hyde Boulevard and install a high visibility crosswalk on the west leg of Malta Avenue at Ralph Street with flashing beacons and approach signage.** Students at the Ballston Area Community Center near Pine Street often travel to and from Kelley Park and the Village pool. Construction of the sidewalk and enhanced crossing will better facilitate student travel to and from these destinations.
13. **Install high visibility crosswalks on all intersection approaches to the Malta Avenue/Hyde Boulevard intersection with approach signage.** The additional signage and high visibility crosswalks will increase the conspicuity of the crossings.
14. **Complete a study to determine the benefits and trade-offs associated with implementation of an exclusive northbound phase at the NY Route 50/Front Street intersection.** This study would address concerns with vehicular delays associated with the northbound left-turn movements at the intersection. To minimize vehicular delays to northbound traffic at this intersection the traffic signal could be modified to provide an exclusive northbound phase allowing drivers to turn left onto Front Street with a protected movement. Identify the feasibility of a traffic signal phasing change from an operational and constructability standpoint and coordinate with the NYSDOT to implement the change if it is supported by the study and the NYSDOT.
15. **Complete a sight distance evaluation at the Ballston Avenue/West High Street intersection.** The sight distance evaluation will confirm the sight lines to address safety concerns for drivers turning left from Ballston Avenue to West High Street and determine the need for any mitigation such as vegetation clearing or sign installation. As of October 2021, NYSDOT is evaluating this location.
16. **Complete a study to determine the preferred pedestrian and vehicle circulation on Front Street and in the Central Business District.** This study would evaluate the vehicle and pedestrian circulation and provide options for parking and travel patterns to maximize the usage of the public space for all users.

## Potential Projects and Plans

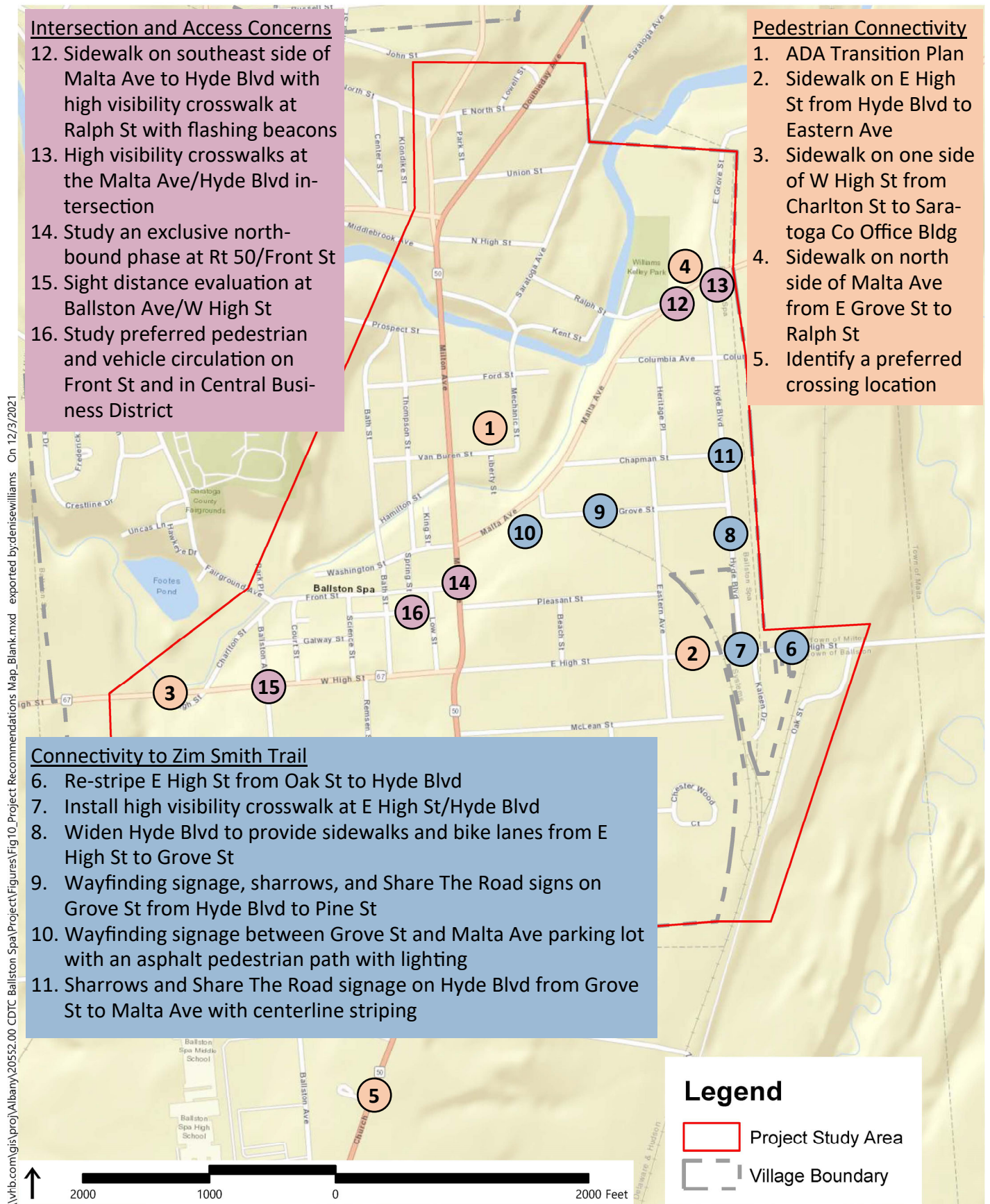
The recommendations identified above are divided into individual projects and summarized in **Table 8**. The table also provides a relative timeframe (short 1-2 years, 3-5 years, long 6 or more years) and cost for construction and or implementation. The recommended projects are also shown on **Figure 10**. The costs for construction projects include construction only to provide appropriate information for typical grant funding applications. Additional components of the construction projects include design, construction management and oversight, and project closeout. These additional items can add up to 40% to the overall project cost.



**Table 8 Potential Projects**

No.	Project	Timeframe <sup>a</sup>	Cost <sup>b</sup>
1	Complete an ADA transition plan.	Medium	\$90,000 <sup>c</sup>
2	Construct a sidewalk on the north side of East High Street from Hyde Boulevard to Eastern Avenue.	Long	\$100,000
3	Complete the sidewalk network on one side of West High Street from Charlton Street to the Saratoga County Office Building.	Long	\$300,000
4	Complete the sidewalk on the north side of Malta Avenue from E Grove Street to Ralph Street.	Medium	\$35,000
5	Coordinate with NYSDOT and the Town of Ballston to identify the preferred location for a pedestrian crossing on NY Route 50 near the south Village line.	Short	\$8,000
6	Re-stripe East High Street from Oak Street to Hyde Boulevard with 10-foot travel lanes and 5-foot bike lanes or wider travel lanes with sharrow symbols. Provide wayfinding signage directing Zim Smith Trail users to Hyde Boulevard to reach downtown.	Medium	\$16,500
7	Install a high visibility crosswalk on the east leg of East High Street at Hyde Boulevard with approach signage.	Short	\$30,000
8	Widen Hyde Boulevard between East High Street and Grove Street to provide a sidewalk on each side of the roadway, bike lanes, and separate the travel lanes with centerline striping. On-street parking can either be maintained or removed and can be replaced with a new parking lot at the south end of the soccer fields.	Medium	\$535,000
9	Provide wayfinding signage, sharrows, and Share the Road signs on Grove Street between Hyde Boulevard and Pine Street directing bicyclists to downtown and the Malta Avenue parking lot. Complete the sidewalk network on Grove Street.	Medium	\$275,000
10	Provide wayfinding signage between Grove Street and the Malta Avenue parking lot and install sharrow markings with Share the Road signs. Construct an asphalt path with pedestrian level lighting to separate pedestrians from vehicle and bicycle traffic between Grove Street and the Malta Avenue parking lot.	Medium	\$165,000
11	To accommodate bicyclists on Hyde Boulevard north of Grove Street, the northbound and southbound travel lanes should be marked with sharrows and Share the Road signs. Additionally, provide centerline striping.	Short	\$9,500
12	Complete the sidewalk on the southeast side of Malta Avenue to Hyde Boulevard and install a high visibility crosswalk on the west leg of Malta Avenue at Ralph Street with flashing beacons and approach signage.	Medium	\$90,000
13	Install high visibility crosswalks on all intersection approaches to the Malta Avenue/Hyde Boulevard intersection with approach signage.	Medium	\$30,000
14	Complete a study to determine the benefits and trade-offs associated with implementation of an exclusive northbound phase at the NY Route 50/Front Street intersection.	Medium	\$8,000
15	Complete a sight distance evaluation at the Ballston Avenue/West High Street intersection to determine the need for sight distance mitigation	Medium	\$5,000
16	Complete a study to determine the preferred pedestrian and vehicle circulation on Front Street and in the Central Business District.	Long	\$30,000

a Short-term = 1 to 2 years, Medium-term = 3 to 5 years, Long-term = 6 or more years  
b Planning level costs based on 2021 dollars.  
c CDTC currently offers ADA transition plan assistance that could significantly reduce this cost. This cost may be closer to \$30,000 if completed through the CDTC program.



\\vhb.com\gis\proj\Albany\20552.00 CDTC Ballston Spa\Project\Figures\Fig10\_Project Recommendations Map\_Blank.mxd exported by:denisewilliams On 12/3/2021

USGS Background: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

Village of Ballston Spa  
Saratoga County, New York

## BALLSTON SPA PED/BIKE MASTER PLAN

### Project Recommendations Map

## Implementation and Funding

Prioritization of individual projects is determined through funding availability and implementation opportunity. Projects that are limited to striping and signage can often be included in the municipal roadway maintenance budgets and schedules. Projects that involve new construction will often be implemented through private development and federal and/or state funding programs. Municipal boards should strive to consistently be aware of the Plan recommendations and leverage municipal maintenance plans, private development projects, and public grant opportunities to implement Plan recommendations.

### Potential Funding Sources

Funding for public improvement and benefit projects does not have to be obtained solely by a municipality. There are many different funding sources available including methods to utilize one type of funding to obtain another type of funding (i.e., using a planning grant to help secure a construction grant). Many transportation funding programs involve federal dollars passing through to state and regional agencies that manage and plan for the expenditure of federal funding programs.

Grant funding is highly competitive with a number of associated stipulations. For example, funding obtained for a sewer project cannot be used for sidewalk construction or maintenance project. Additionally, funding is often a multi-step process requiring that the applicant has completed a planning study or similar type base study prior to applying for construction funding. Most grants also require a local match of up to 20% in funds and/or services.

In addition to federal funding options, many state and local government, quasi-government, and non-government agencies also provide potential sources of funding for non-vehicular improvements in our communities utilizing tax dollars and other funding sources collected by state and local or regional agencies. One funding source can typically be used to match other funding sources and local funds and in-kind services, such as volunteer time, can also often be used to match grants.

**Table 9** summarizes the potential project funding sources that may be used to implement the projects identified in Table 8. The amount of available funds and the funding sources can often change so it is important that the Village strive to be aware of the various funding options. CDTC will often notify member communities about various funding opportunities.

**Table 9 Potential Project Funding**

<b>Source</b>	<b>Project Funding Type</b>	<b>Potential Project</b>	<b>More Information</b>
FHWA Surface Transportation Block Grant Program (STBG)	Projects to preserve and improve conditions and performance on federal-aid highway, bridge, and tunnel projects		<a href="https://www.fhwa.dot.gov/specialfunding/stp/">https://www.fhwa.dot.gov/specialfunding/stp/</a>
FHWA & NYSDOT Highway Safety Improvement Program (HSIP)	Projects that achieve a significant reduction in traffic fatalities and serious injuries through the implementation of infrastructure-related highway safety improvements	6, 7, 15	<a href="https://safety.fhwa.dot.gov/hsip/">https://safety.fhwa.dot.gov/hsip/</a>  <a href="https://www.dot.ny.gov/divisions/operating/osss/highway/improvement-program">https://www.dot.ny.gov/divisions/operating/osss/highway/improvement-program</a>
USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE in 2021, formerly BUILD)	Funds projects that modernize and create new infrastructure (in 2021, though future programs are likely)	12, 13	<a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>
Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP)	Funds transportation projects that implement the products of the planning process described in New Visions 2050, CDTC's long-range transportation plan. The TIP is included in the STIP.	8, 9, 10, 11	<a href="https://www.cdtcmppo.org/transportation-plans/transportation-improvement-program">https://www.cdtcmppo.org/transportation-plans/transportation-improvement-program</a>  <a href="https://www.dot.ny.gov/programs/stip">https://www.dot.ny.gov/programs/stip</a>
CDTC Community Planning Technical Assistance Program	Offers CDTC and CDRPC staff time and expertise to local municipalities undertaking small scale community planning initiatives that are consistent with CDTC's New Visions 2050 Regional Transportation Plan.	15, 16	<a href="https://www.cdtcmppo.org/what-we-do/technical-assistance">https://www.cdtcmppo.org/what-we-do/technical-assistance</a>
NYSDOT Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement Program (CMAQ)	Funds bicycle, pedestrian, multi-use path, and non-motorized transportation-related projects.	2, 3, 4 and 6 through 13	<a href="https://www.dot.ny.gov/tap-cmaq">https://www.dot.ny.gov/tap-cmaq</a>
NYS Consolidated Local Street and Highway Improvement Program (CHIPS)	Individual apportionments to municipalities for CHIPS are calculated annually.	8	<a href="https://www.dot.ny.gov/programs/chips">https://www.dot.ny.gov/programs/chips</a>
NYS OPHRP Recreational Trails Program	Federal funds provided to develop and maintain nonmotorized and motorized recreational trails uses	6, 7	<a href="https://parks.ny.gov/grants/recreational-trails/default.aspx">https://parks.ny.gov/grants/recreational-trails/default.aspx</a>

NYS Consolidated Funding Application (CFA)	The CFA application process provides a single application portal to funding from several agencies including the NYS Environmental Facilities Corporation, Department of Environmental Conservation, Department of State, Empire State Development, Homes and Community Renewal, NYSEDA, NYPA, and OPRHP	Review for all listed projects	<a href="https://regionalcouncils.ny.gov/cfa/process-guide">https://regionalcouncils.ny.gov/cfa/process-guide</a>
NYS Clean Energy Communities	Funding available for projects such as LED streetlights and Climate Smart Communities Certification (among others)	11	<a href="https://www.nyserda.ny.gov/all-programs/programs/clean-energy-communities">https://www.nyserda.ny.gov/all-programs/programs/clean-energy-communities</a>
NYS HCR Main Street Program	Funding to strengthen economic vitality of traditional Main Streets and Neighborhoods including Streetscape Enhancements	1, 6 through 10	<a href="https://hcr.ny.gov/new-york-main-street">https://hcr.ny.gov/new-york-main-street</a>
NYS Community Development Block Grant (CDBG)	Funding available through many different avenues for many different opportunities or needs including public facilities (sidewalks), community facilities, and removal of architectural barriers	2, 3, 4 and 6 through 13	<a href="https://hcr.ny.gov/community-development-block-grant">https://hcr.ny.gov/community-development-block-grant</a>
Saratoga County IDA	Financial assistance and incentive to the business community to maximize private capital investment in the economy of Saratoga County	16	<a href="https://www.saratogacountyida.org/how-to-apply/application-benefit/">https://www.saratogacountyida.org/how-to-apply/application-benefit/</a>
Private Developers	Installation of needed or desired facilities as part of a proposed project	As identified through Site Plan review	
Foundation Grants	Many foundations provide funding focused on improvements that advance their core mission(s)	Review grant opportunities as they arise	

Sources: Review and assessment of programs utilizing information provided on websites/webpages.

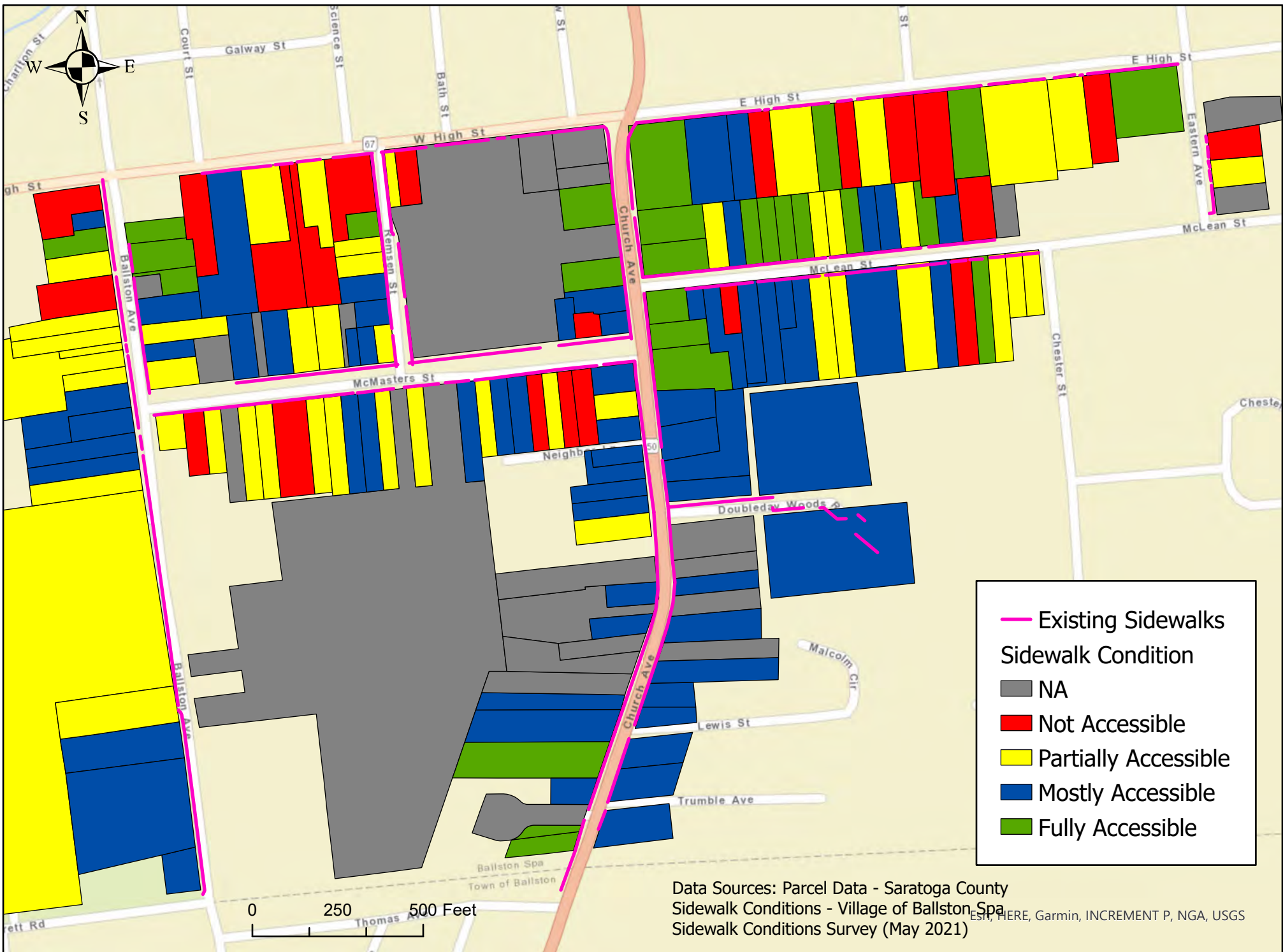
Notes: NYSDOT has a Complete Streets webpage which discusses the statewide program. While it does not provide a specific funding stream/source, the webpage does provide links to relevant potential funding programs, all of which are listed in the matrix above. More information can be found at: <https://www.dot.ny.gov/programs/completestreets/funding>

The Saratoga County Planning Department can provide technical assistance and guidance to communities regarding a range of planning topics. More information can be found at: <https://www.saratogacountyny.gov/departments/planning/>

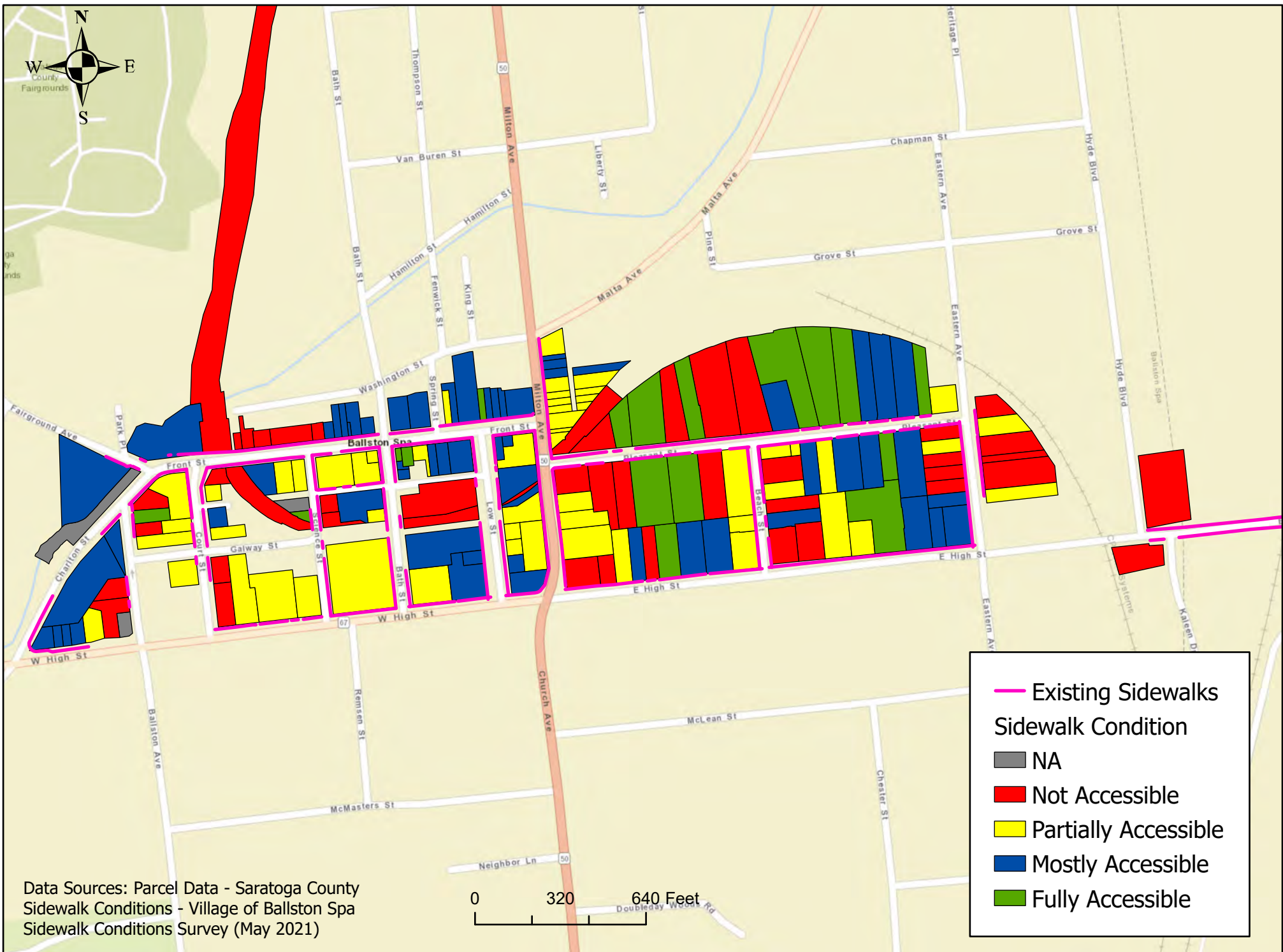
The Capital District Transportation Committee (CDTC) can provide technical assistance and guidance to Albany, Rensselaer, Saratoga, and Schenectady County communities (with the exception of the Village of South Glens Falls and Town of Moreau) regarding a range of transportation planning topics. They fund studies and assessments, are a forum for local elected officials and transportation representatives to share ideas and make decisions about major transportation capital investments, and through consensus decisions of the CDTC, controls federal transportation funding of approximately \$100 million per year through the Transportation Improvement Program (TIP). More information can be found at: <https://www.cdcmpo.org>

# A

## Sidewalk Conditions Assessment

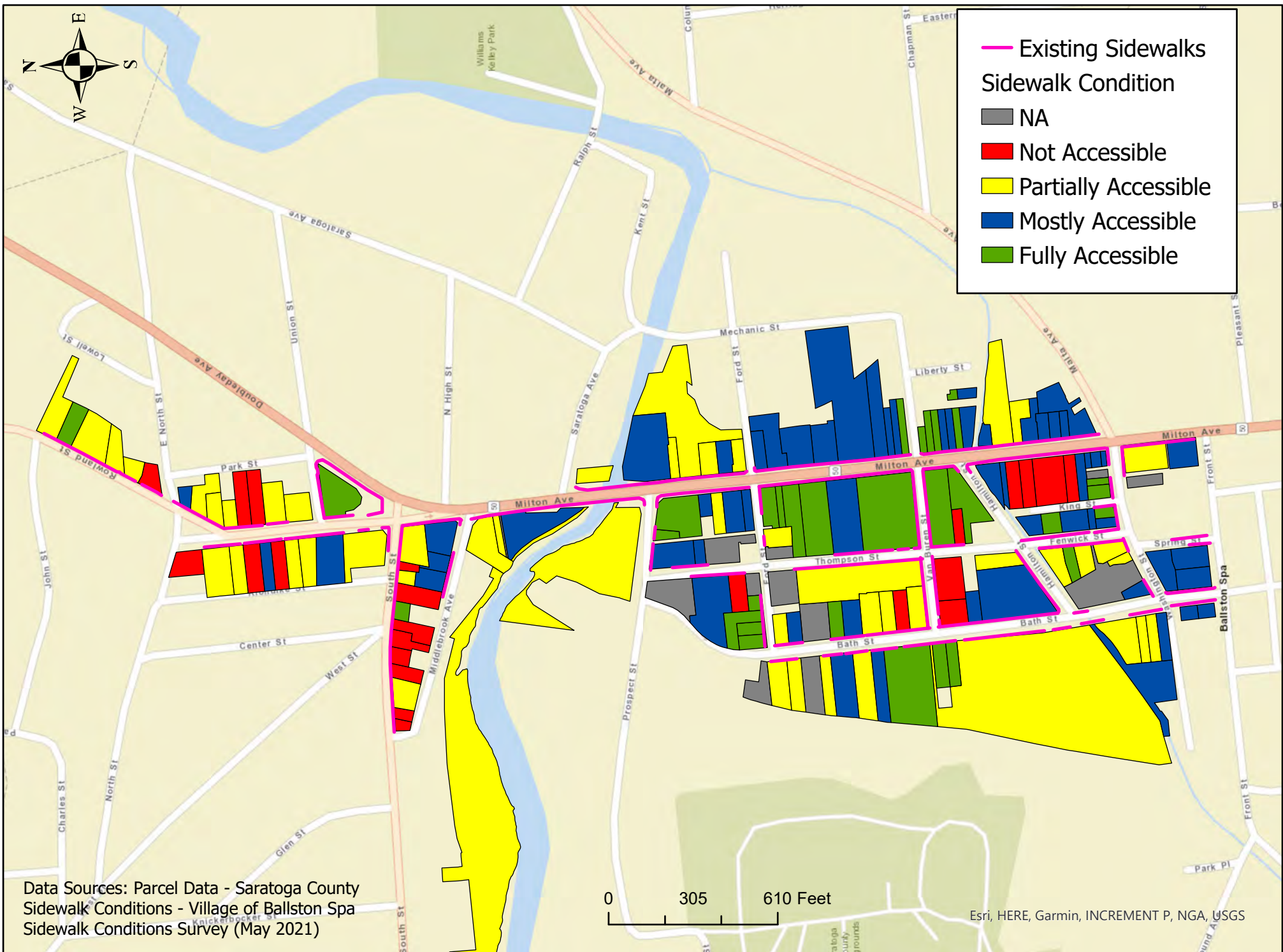


Village of Ballston Spa Sidewalk Inventory: Sector 1

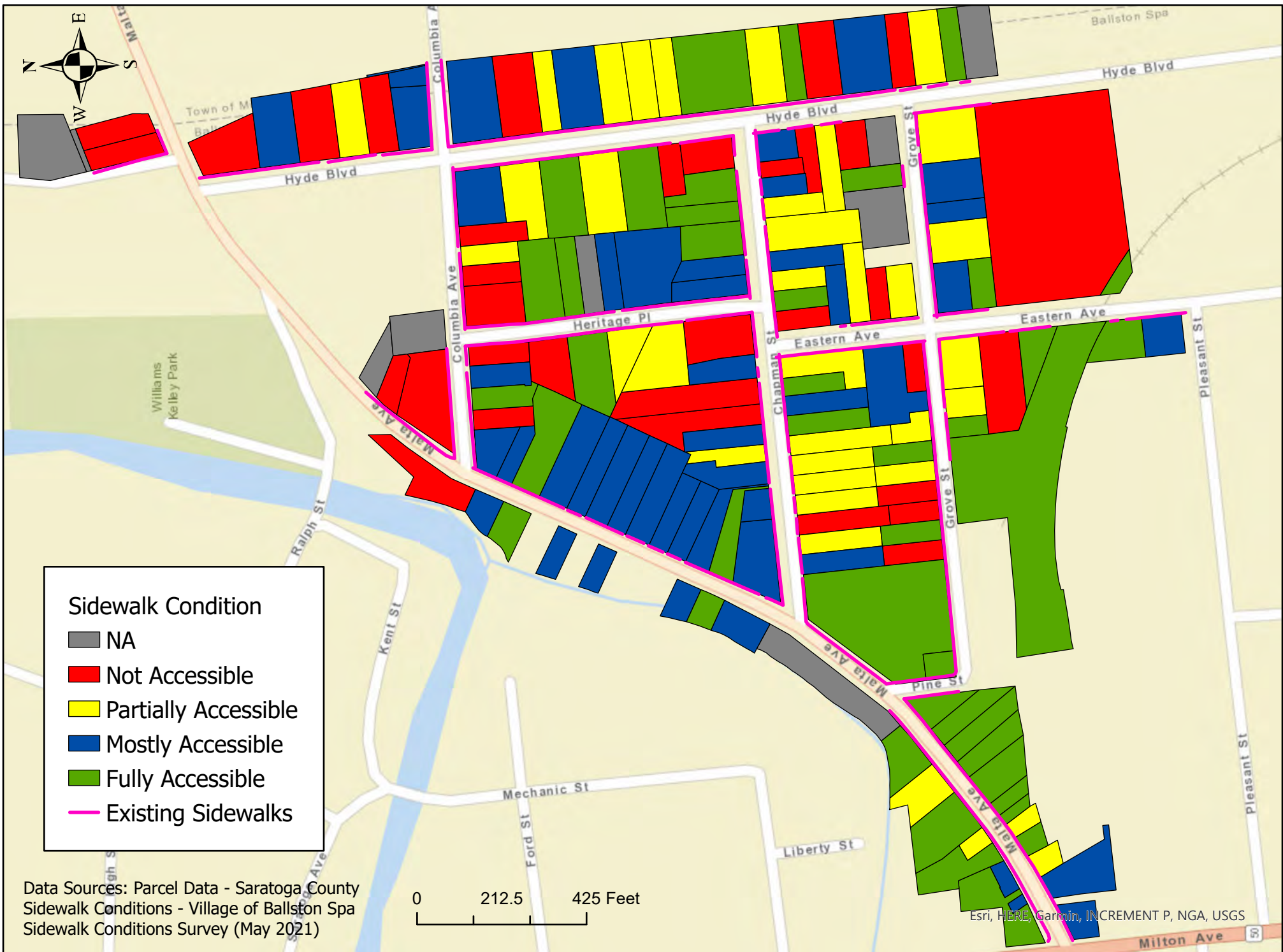


Village of Ballston Spa Sidewalk Inventory: Sector 2

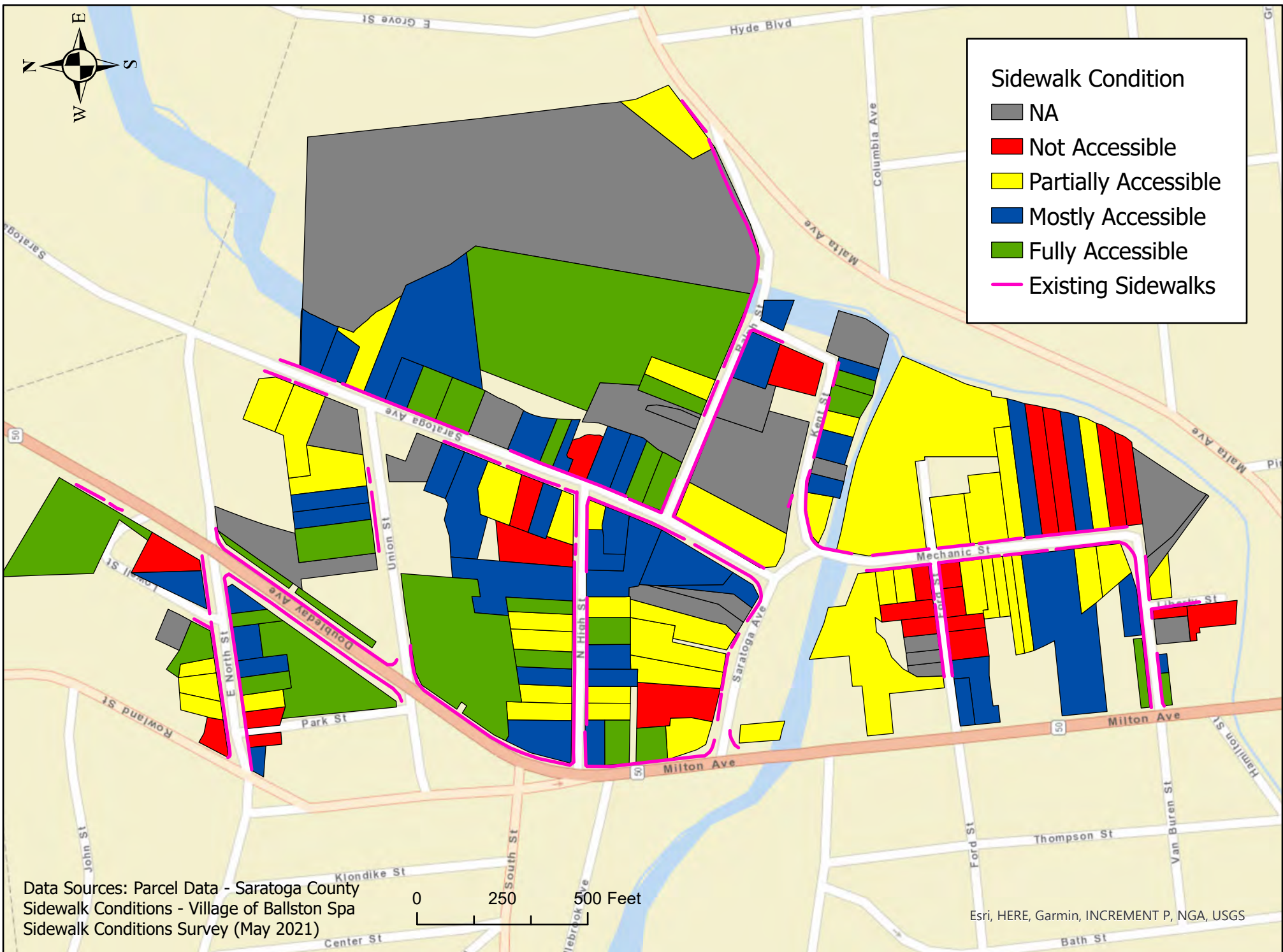




Village of Ballston Spa Sidewalk Inventory: Sector 3



Village of Ballston Spa Sidewalk Inventory: Sector 4



Village of Ballston Spa Sidewalk Inventory: Sector 5

# B

## Pedestrian Level of Traffic Stress

Intersection PLTS

Location		Roadway Characteristics				Volume AADT (VPD)	Roadway Lighting	Ramps	Initial PLTS	Adjustments			Final PLTS
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized					Median Refuge	Markings (-.5)	Signage (-.5)	
Hyde Boulevard	E. High Street	North	2	30	Unsignalized	No	NA	No	3				3
		East	2	30		No	5468	No	3				3
		West	2	30		No	5468	No	3				3
	Grove Street	North	2	30	Unsignalized	No	NA	No	3			x	2.5
		South	2	30		No	NA	Yes	2	x		x	2
		West	2	30		No	NA	No	3			x	2.5
	Chapman Street	North	2	30	Unsignalized	No	NA	No	3			x	2.5
		South	2	30		No	NA	Yes	3			x	2.5
		West	2	30		No	NA	No	2	x		x	2
	Columbia Ave	North	2	30	Unsignalized	No	NA	No	3			x	2.5
		South	2	30		No	NA	Yes	2			x	2
		East	2	30		No	NA	No	3	x		x	2
		West	2	30		No	NA	No	3			x	2.5
	Malta Ave	South	2	30	Unsignalized	No	NA	No	3			x	2.5
		East	2	30		No	2073	Yes	3			x	2.5
West		2	30	No		2073	No	3			x	2.5	
Front Street	Charlton Street/ Fairground Ave	Northwest	2	30	Unsignalized	No	NA	Yes	2			x	2
		Southwest	2	30		No	NA	Yes	2			x	2
		East	2	30		No	NA	Yes	2			x	2
	Court Street	South	2	30	Unsignalized	No	NA	No	3			x	2.5
		East	2	30		No	NA	Yes	3	x		x	2.5
		West	2	30		No	NA	No	3			x	2.5
	Science Street	South	2	30	Unsignalized	No	NA	Yes	2	x		x	2
		East	2	30		No	NA	Yes	2	x		x	2
		West	2	30		No	NA	Yes	2	x		x	2
	Bath Street	North	2	30	Signalized	No	NA	Yes	2				
		South	2	30		No	NA	Yes	2				
		East	2	30		No	NA	Yes	2				
		West	2	30		No	NA	No	3				
	Spring Street	North	1	30	Unsignalized	No	NA	Yes	3	x		x	2
		East	2	30		No	NA	No	3	x		x	2
West		2	30	No		NA	No	3	x		x	2	
Low Street	South	2	30	Unsignalized	No	NA	Yes	3	x		x	2	
	East	2	30		No	NA	No	3	x		x	2	
	West	2	30		No	NA	No	3	x		x	2	
Milton Ave	North	2	30	Signalized	No	NA	Yes	1					
	South	2	30		No	NA	Yes	1					
	West	2	30		No	NA	Yes	1					
W. High Street	Charlton Street	North	2	30	Unsignalized	No	NA	Yes	3			x	2.5
		East	2	30		No	4184	No	3			x	2.5
		West	2	30		No	4184	No	3			x	2.5
	Ballston Ave	North	2	30	Unsignalized	No	4129	Yes	3			x	2.5
		South	2	30		No	4129	No	3			x	2.5
		East	2	30		No	4184	No	3			x	2.5
		West	2	30		No	4184	No	3			x	2.5
	Court Street	North	2	30	Unsignalized	No	NA	Yes	3			x	2.5
		East	2	30		No	4184	No	3			x	2.5
		West	2	30		No	4184	No	3			x	2.5
	Science Street	North	2	30	Unsignalized	No	NA	Yes	3	x		x	2
		East	2	30		No	4184	No	3			x	2.5
		West	2	30		No	4184	No	3			x	2.5
	Remsen Street	South	2	30	Unsignalized	No	NA	Yes	3	x		x	2
		East	2	30		No	4184	No	3			x	2.5
West		2	30	No		4184	No	3			x	2.5	
Bath Street	North	2	30	Unsignalized	No	2207	Yes	2	x		x	2	
	East	2	30		No	4184	No	3			x	2.5	
	West	2	30		No	4184	Yes	2	x		x	2	

Location			Roadway Characteristics				Volume AADT (VPD)	Roadway Lighting	Ramps	Initial PLTS	Adjustments			Final PLTS	
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge					Markings (-.5)	Signage (-.5)	Illumination (-.5)		
	Low Street	North	2	30	Unsignalized	No	NA	Yes	No	3	x		x	2	
		East	2	30		No	4184		No	3	x		x	2	
		West	2	30		No	4184		No	3	x		x	2	
	Milton Ave	North	3	30	Signalized	No	8503	Yes	Yes	1					
		South	3	30		No	8503		Yes	1					
		East	2	30		No	4184		Yes	1					
		West	3	30		No	4184		Yes	1					
	E. High Street	Beach Street	North	2	30	Unsignalized	No	NA	Yes	No	3	x		x	2
			East	2	30		No	5468		No	3			x	2.5
West			2	30	No		5468	No		3			x	2.5	
Eastern Ave		North	2	30	Unsignalized	No	516	Yes	No	3			x	2.5	
		South	2	30		No	516		No	3			x	2.5	
		East	2	30		No	5468		No	3			x	2.5	
		West	2	30		No	5468		No	3	x		x	2	
Kaleen Drive		South	2	30	Unsignalized	No	NA	No	Yes	3	x			2.5	
		East	2	45		No	5468		No	3				3	
		West	2	45		No	5468		No	3				3	
Oak Street		South	2	30	Unsignalized	No	NA	No	Yes	3				3	
		East	2	45		No	5468		No	3				3	
		West	2	45		No	5468		No	3				3	
Bath Street		Washington Street	North	2	30	Unsignalized	No	2207	Yes	No	3			x	2.5
			South	2	30		No	2207		No	3			x	2.5
	East		2	30	No		NA	No		3	x		x	2	
	West		2	30	No		NA	No		3	x		x	2	
	Hamilton Street	North	2	30	Unsignalized	No	2207	No	Yes	3				3	
		South	2	30		No	2207		No	3				3	
		East	2	30		No	NA		Yes	3	x			2.5	
	Van Buren Street	North	2	30	Unsignalized	No	2207	Yes	No	3			x	2.5	
		South	2	30		No	2207		No	3			x	2.5	
East		2	30	No		NA	No		3	x		x	2		
Fenwick Street	Washington Street	North	2	30	Unsignalized	No	266	Yes	Yes	2	x		x	2	
		East	2	30		No	NA		No	3			x	2.5	
		West	2	30		No	NA		No	3	x		x	2	
	Hamilton Street	North	2	30	Unsignalized	No	266	Yes	No	3			x	2.5	
		South	2	30		No	266		No	3			x	2.5	
		East	2	30		No	NA		No	3			x	2.5	
		West	2	30		No	NA		No	3			x	2.5	
	Malta Ave	Milton Ave	North	2	30	Signalized	No	8503	Yes	Yes	1				
			South	2	30		No	8503		Yes	1				
East			2	30	No		2073	Yes		1					
West			2	30	No		2073	Yes		1					
Pine Street		South	2	30	Unsignalized	No	NA	Yes	Yes	2	x		x	2	
		East	2	30		No	2073		Yes	2	x		x	2	
		West	2	30		No	2073		Yes	2	x		x	2	
Chapman Street		North	2	30	Unsignalized	No	2073	Yes	No	3			x	2.5	
		South	2	30		No	2073		No	3			x	2.5	
		East	2	30		No	NA		Yes	2	x		x	2	
Columbia Ave		North	2	30	Unsignalized	No	2073	Yes	No	3			x	2.5	
		South	2	30		No	2073		No	3			x	2.5	
		East	2	30		No	NA		Yes	2	x		x	2	
Ralph Street		North	2	30	Unsignalized	No	2073	Yes	No	3			x	2.5	
		South	2	30		No	2073		No	3			x	2.5	
	West	2	30	No		2334	No		3			x	2.5		
E. Grove Street	North	2	30	Unsignalized	No	2334	Yes	No	3			x	2.5		
	East	2	30		No	2073		No	3			x	2.5		
	West	2	30		No	2073		No	3			x	2.5		

Location			Roadway Characteristics				Volume AADT (VPD)	Roadway Lighting	Ramps	Initial PLTS	Adjustments			Final PLTS		
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge					Markings (-.5)	Signage (-.5)	Illumination (-.5)			
Prospect Street	Bath Street	South	2	30	Unsignalized	No	2207	Yes	No	3			x	2.5		
		East	2	30		No	NA		No	3			x	2.5		
		West	2	30		No	NA		No	3			x	2.5		
	Thompson Street	South	2	30	Unsignalized	No	NA	Yes	Yes	2	x			x	2	
		East	2	30		No	NA		Yes	2	x			x	2	
		West	2	30		No	NA		No	3				x	2.5	
	Milton Ave	North	2	30	Signalized	No	8503	Yes	Yes	1						
		South	2	30		No	8503		No	3						
		West	2	30		No	NA		Yes	1						
Mechanic Street	Kent Street	South	2	30	Unsignalized	No	NA	Yes	No	3				x	2.5	
		East	2	30		No	275		No	3				x	2.5	
		West	2	30		No	275		No	3				x	2.5	
	Ford Street	North	2	30	Unsignalized	No	275	Yes	No	3				x	2.5	
		South	2	30		No	275		No	3				x	2.5	
		East	2	30		No	NA		No	3				x	2.5	
	Van Buren Street	West	2	30	Unsignalized	No	NA	Yes	No	3				x	2.5	
		North	2	30		No	275		No	3				x	2.5	
		West	2	30		No	NA		No	3				x	2.5	
Ralph Street	Saratoga Ave	North	2	30	Unsignalized	No	NA	Yes	No	3				x	2.5	
		South	2	30		No	NA		No	3				x	2.5	
		East	2	30		No	2334		No	3				x	2.5	
	Kent St	South	2	30	Unsignalized	No	NA	No	No	3					3	
		East	2	30		No	2334		No	3					3	
		West	2	30		No	2334		No	3					3	
Rowland Street	Milton Ave	North	2	30	Unsignalized	No	4137	Yes	No	3				x	2.5	
		South	2	30		No	4137		No	3					x	2.5
		East	2	30		No	3978		No	3					x	2.5
	North Street	North	2	30	Unsignalized	No	4137	Yes	No	3					x	2.5
		South	2	30		No	4137		No	3					x	2.5
		East	2	30		No	NA		No	3					x	2.5
	John Street	West	2	30	Unsignalized	No	NA	Yes	No	3					x	2.5
		North	2	30		No	4137		No	3					x	2.5
		South	2	30		No	4137		No	3					x	2.5
Eastern Ave	Chapman Street	South	2	30	Unsignalized	No	516	Yes	Yes	2	x			x	2	
		East	2	30		No	NA		No	3					x	2.5
		West	2	30		No	NA		No	3					x	2.5
	Grove Street	North	2	30	Unsignalized	No	516	Yes	No	3					x	2.5
		South	2	30		No	516		No	3					x	2.5
		East	2	30		No	NA		No	3					x	2.5
	Pleasant Street	West	2	30	Unsignalized	No	NA	Yes	No	3					x	2.5
		North	2	30		No	516		No	3					x	2.5
		South	2	30		No	516		Yes	2	x				x	2
Church Ave	Trumble Ave	North	2	30	Unsignalized	No	14851	Yes	No	3				x	2.5	
		South	2	30		No	14851		No	3					x	2.5
		East	2	30		No	NA		Yes	2	x				x	2
		West	2	30		No	NA		Yes	2	x				x	2
	Lewis Street	North	2	30	Unsignalized	No	14851	Yes	No	3					x	2.5
		South	2	30		No	14851		No	3					x	2.5
		East	2	30		No	NA		Yes	2	x				x	2
	McMaster Street	North	2	30	Unsignalized	No	14851	Yes	No	3					x	2.5
		South	2	30		No	14851		No	3					x	2.5
		West	2	30		No	NA		Yes	2	x				x	2
	McLean Street	North	2	30	Unsignalized	No	14851	Yes	No	3					x	2.5
		South	2	30		No	14851		No	3					x	2.5
East		2	30	No		NA	Yes		2	x				x	2	

Location			Roadway Characteristics				Volume AADT (VPD)	Roadway Lighting	Ramps	Initial PLTS	Adjustments			Final PLTS											
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge					Markings (-.5)	Signage (-.5)	Illumination (-.5)												
Ballston Ave	McMaster Street	North	2	30	Unsignalized	No	4129	No	3			x	2.5												
		South	2	30		No	NA	Yes	No	3			x	2.5											
		East	2	30		No	NA	No	3				x	2.5											
	Garrett Rd	North	2	30	Unsignalized	No	4129	No	3				x	2.5											
		South	2	30		No	4129	Yes	No	3				x	2.5										
		West	2	30		No	NA	Yes	2	x				x	2										
Milton Ave	Pleasant Street	North	2	30	Unsignalized	No	8503	No	3				x	2.5											
		South	2	30		No	8503	Yes	No	3				x	2.5										
		East	2	30		No	NA	Yes	2	x				x	2										
	Hamilton Street	North	2	30	Unsignalized	No	8503	No	3					x	2.5										
		South	2	30		No	8503	Yes	No	3					x	2.5									
		West	2	30		No	NA	Yes	2	x					x	2									
	Van Buren Street	North	2	30	Unsignalized	No	8503	Yes	2	x					x	2									
		South	2	30		No	8503	Yes	2	x						x	2								
		East	2	30		No	NA	Yes	2	x						x	2								
		West	2	30		No	NA	Yes	2	x							x	2							
	Ford Street	North	2	30	Unsignalized	No	8503	Yes	2	x						x	2								
		South	2	30		No	8503	Yes	2	x							x	2							
		East	2	30		No	NA	Yes	2	x								x	2						
		West	2	30		No	NA	Yes	2	x								x	2						
	Saratoga Ave	North	2	30	Unsignalized	No	8503	Yes	No	3						x	2.5								
		South	2	30		No	8503	No	3								x	2.5							
		East	2	30		No	NA	Yes	2	x								x	2						
	Middlebrook Ave	North	2	30	Unsignalized	No	8503	Yes	No	3							x	2.5							
		South	2	30		No	8503	Yes	No	3								x	2.5						
		West	2	30		No	NA	Yes	2	x									x	2					
	South Street	North	2	30	Unsignalized	No	3978	Yes	No	3							x	2.5							
		South	2	30		No	3978	Yes	No	3								x	2.5						
		East	2	30		No	4296	Yes	No	3									x	2.5					
		West	2	30		No	4296	Yes	No	3										x	2.5				
Union Street	North	2	30	Unsignalized	No	3978	Yes	No	3								x	2.5							
	South	2	30		No	3978	Yes	No	3										x	2.5					
	East	2	30		No	NA	Yes	2	x										x	2					
Doubleday Ave	N. High Street	North	2	30	Unsignalized	No	8503	Yes	No	3							x	2.5							
		South	2	30		No	8503	Yes	No	3									x	2.5					
		East	2	30		No	NA	Yes	2	x										x	2				
	Milton Ave	North	2	30	Unsignalized	No	8503	Yes	No	3									x	2.5					
		South	2	30		No	8503	Yes	No	3											x	2.5			
		Northwest	2	30		No	3978	Yes	No	3											x	2.5			
	South Street	North	2	30	Unsignalized	No	8503	Yes	Yes	2	x									x	2				
		South	2	30		No	8503	Yes	No	3												x	2.5		
		West	2	30		No	4296	Yes	No	3												x	2.5		
	Union Street	North	2	30	Unsignalized	No	8503	Yes	No	3											x	2.5			
		South	3	30		No	8503	Yes	No	3													x	2.5	
		East	2	30		No	NA	Yes	2	x													x	2	
West		2	30	No		NA	Yes	2	x														x	2	
E. North Street	North	2	30	Unsignalized	No	8503	Yes	No	3												x	2.5			
	South	2	30		No	8503	Yes	2	x														x	2	
	East	2	30		No	NA	Yes	No	3															x	2.5
	West	2	30		No	NA	Yes	No	3																x

If there are no ADA ramps (slope) at the crossing, the PLTS is a 3. Steep slope = no ramps  
If the crossing is not illuminated, the PLTS increases by 1.



Roadway Segment PLTS

Location				Roadway Characteristics			Sidewalk		Buffer Type	Final PLTS
Street	Segment Start	Segment Finish	Side of Road	Number of Lanes	Speed Limit	AADT (VPD)	Width	Limiting Condition		
Hyde Boulevard	E. High Street	Grove Street	East	2	30	NA	NA	NA	NA	4
			West	2	30		NA	NA	NA	4
Hyde Boulevard	Grove Street	Malta Ave	East	2	30	NA	4 to 5	Very Poor	Landscaped w/ Trees	4
			West	2	30		4 to 5	Very Poor	Landscaped w/ Trees	4
Front Street	Charlton Street	Bath St	North	2	30	NA	4 to 5	Very Poor	Solid Surface	4
			South	2	30		4 to 5	Very Poor	Solid Surface	4
Front Street	Bath St	Milton Ave	North	2	30	NA	4 to 5	Poor	Solid Surface	3
			South	2	30		4 to 5	Poor	Solid Surface	3
W. High Street	Charlton Street	Bath St	North	2	30	4184	NA	NA	NA	4
			South	2	30		NA	NA	NA	4
W. High Street	Bath St	Milton Ave	North	2	30	4184	4 to 5	Poor	Landscaped	3
			South	2	30		NA	NA	NA	4
E. High Street	Milton Ave	Eastern Ave	North	2	30	4971	4 to 5	Very Poor	Landscaped	4
			South	2	30		4 to 5	Very Poor	Landscaped	4
E. High Street	Eastern Ave	Hyde Boulevard	North	2	30	4971	NA	NA	NA	4
			South	2	30		NA	NA	NA	4
E. High Street	Hyde Boulevard	Oak Street	North	2	45	5468	4 to 5	Very Poor	None	4
			South	2	45		4 to 5	Very Poor	None	4
Bath Street	Front Street	Van Buren Street	East	2	30	2207	4 to 5	Very Poor	None	4
			West	2	30		4 to 5	Poor	None	3
Fenwick Street	Washington Street	Hamilton Street	East	2	30	266	4 to 5	Fair	None	3
			West	2	30		4 to 5	Poor	None	3
Malta Ave	Milton Ave	Grove Street	North	2	30	2073	4 to 5	Poor	Solid Surface	3
			South	2	30		4 to 5	Poor	Solid Surface	3
Malta Ave	Grove Street	Columbia Ave	North	2	30	2073	NA	NA	NA	4
			South	2	30		5 to 6	Fair	Solid Surface	2
Malta Ave	Columbia Ave	E. Grove Street	North	2	30	2073	NA	NA	NA	4
			South	2	30		NA	NA	NA	4
Prospect Street	Bath Street	Milton Ave	North	2	30	NA	NA	NA	NA	4
			South	2	30		6+	Fair	Solid Surface	2
Mechanic Street	Kent Street	Van Buren Street	East	2	30	275	4 to 5	Very Poor	Landscaped	4
			West	2	30		4 to 5	Very Poor	Landscaped	4
Ralph Street	Saratoga Ave	Kent St	North	2	30	2334	NA	NA	NA	4
			South	2	30		4 to 5	Poor	Landscaped	3
Ralph Street	Kent Street	Malta Ave	North	2	30	2334	4 to 5	Fair	None	3
			South	2	30		NA	NA	NA	4
Rowland Street	North Street	John Street	East	2	30	4137	4 to 5	Very Poor	Landscaped	4
			West	2	30		NA	NA	NA	4
Eastern Ave	Chapman Street	Grove Street	East	2	30	516	NA	NA	NA	4
			West	2	30		4 to 5	Very Poor	Landscaped	4
Eastern Ave	Grove Street	Pleasant Street	East	2	30	516	NA	NA	NA	4
			West	2	30		NA	NA	NA	4
Eastern Ave	Pleasant Street	E. High Street	East	2	30	516	NA	NA	NA	4
			West	2	30		4 to 5	Very Poor	Landscaped	4

Location				Roadway Characteristics			Sidewalk		Buffer	Final
Street	Segment Start	Segment Finish	Side of Road	Number of Lanes	Speed Limit	AADT (VPD)	Width	Limiting Condition	Type	PLTS
Church Ave	Trumble Ave	E. High Street	East	2	30	14851	NA	NA	NA	4
			West	2	30		NA	NA	NA	4
Ballston Ave	W. High Street	Garrett Rd	East	2	30	4129	NA	NA	NA	4
			West	2	30		NA	NA	NA	4
Milton Ave	E. High Street	Pleasant	East	2	30	8503	4 to 5	Very Poor	Landscaped	4
			West	2	30		4 to 5	Very Poor	Landscaped	4
Milton Ave	Pleasant	Malta Ave	East	2	30	8503	4 to 5	Poor	Solid Surface	3
			West	2	30		4 to 5	Poor	Solid Surface	3
Milton Ave	Malta Ave	Van Buren Street	East	2	30	8503	4 to 5	Poor	Solid Surface	3
			West	2	30		4 to 5	Very Poor	Solid Surface	4
Milton Ave	Van Buren Street	Ford Street	East	2	30	8503	5 to 6	Fair	Solid Surface	2
			West	2	30		6+	Fair	Solid Surface	2
Milton Ave	Ford Street	Rowland Street	East	2	30	8503	4 to 5	Poor	None	4
			West	2	30		4 to 5	Poor	None	4
Doubleday Ave	Rowland Street	E. North Street	East	2	30	8503	4 to 5	Fair	None	3
			West	2	30		4 to 5	Fair	None	3

2 lane road with 0-10' wide buffers have a PLTS of 2

# C

## Bicycle Level of Traffic Stress

Intersection BLTS

Location			Roadway Characteristics				Volume	
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	BLTS
Hyde Boulevard	E. High Street	North	2	30	Unsignalized	No	NA	1
		East	2	30		No	5468	1
		West	2	30		No	5468	1
	Grove Street	North	2	30	Unsignalized	No	NA	1
		South	2	30		No	NA	1
		West	2	30		No	NA	1
	Chapman Street	North	2	30	Unsignalized	No	NA	1
		South	2	30		No	NA	1
		West	2	30		No	NA	1
	Columbia Ave	North	2	30	Unsignalized	No	NA	1
		South	2	30		No	NA	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Malta Ave	South	2	30	Unsignalized	No	NA	1
East		2	30	No		2073	1	
West		2	30	No		2073	1	
Front Street	Charlton Street/ Fairground Ave	Northwest	2	30	Unsignalized	No	1713	1
		Southwest	2	30		No	NA	1
		East	2	30		No	NA	1
	Court Street	South	2	30	Unsignalized	No	NA	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Science Street	South	2	30	Unsignalized	No	NA	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Bath Street	North	2	30	Signalized	No	2207	2
		South	2	30		No	2207	2
		East	2	30		No	NA	2
		West	2	30		No	NA	2
	Spring Street	North	1	30	Unsignalized	No	NA	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Low Street	South	2	30	Unsignalized	No	NA	1
		East	2	30		No	NA	1
West		2	30	No		NA	1	
Milton Ave	North	2	30	Signalized	No	8503	3	
	South	2	30		No	8503	3	
	West	2	30		No	NA	2	

Location			Roadway Characteristics				Volume	
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	BLTS
W. High Street	Charlton Street	North	2	30	Unsignalized	No	NA	1
		East	2	30		No	4184	1
		West	2	30		No	4184	1
	Ballston Ave	North	2	30	Unsignalized	No	4129	1
		South	2	30		No	4129	1
		East	2	30		No	4184	1
		West	2	30		No	4184	1
	Court Street	North	2	30	Unsignalized	No	NA	1
		East	2	30		No	4184	1
		West	2	30		No	4184	1
	Science Street	North	2	30	Unsignalized	No	NA	1
		East	2	30		No	4184	1
		West	2	30		No	4184	1
	Remsen Street	South	2	30	Unsignalized	No	NA	1
		East	2	30		No	4184	1
		West	2	30		No	4184	1
	Bath Street	North	2	30	Unsignalized	No	2207	1
		East	2	30		No	4184	1
		West	2	30		No	4184	1
	Low Street	North	2	30	Unsignalized	No	NA	1
East		2	30	No		4184	1	
West		2	30	No		4184	1	
Milton Ave	North	3	30	Signalized	No	8503	3	
	South	3	30		No	8503	3	
	East	2	30		No	4184	3	
	West	3	30		No	4184	3	
E. High Street	Beach Street	North	2	30	Unsignalized	No	NA	1
		East	2	30		No	5468	1
		West	2	30		No	5468	1
	Eastern Ave	North	2	30	Unsignalized	No	516	1
		South	2	30		No	516	1
		East	2	30		No	5468	1
		West	2	30		No	5468	1
	Hyde Boulevard	North	2	30	Unsignalized	No	NA	1
		East	2	30		No	5468	1
		West	2	30		No	5468	1
	Kaleen Drive	South	2	30	Unsignalized	No	NA	1
		East	2	45		No	5468	3
		West	2	45		No	5468	3

Location			Roadway Characteristics				Volume	
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	BLTS
	Oak Street	South	2	30	Unsignalized	No	NA	1
		East	2	45		No	5468	3
		West	2	45		No	5468	3
Bath Street	Washington Street	North	2	30	Unsignalized	No	2207	1
		South	2	30		No	2207	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Hamilton Street	North	2	30	Unsignalized	No	2207	1
		South	2	30		No	2207	1
		East	2	30		No	NA	1
	Van Buren Street	North	2	30	Unsignalized	No	2207	1
		South	2	30		No	2207	1
		East	2	30		No	NA	1
Fenwick Street	Washington Street	North	2	30	Unsignalized	No	266	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Hamilton Street	North	2	30	Unsignalized	No	266	1
		South	2	30		No	266	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
Malta Ave	Milton Ave	North	2	30	Signalized	No	8503	3
		South	2	30		No	8503	3
		East	2	30		No	2073	3
		West	2	30		No	2073	3
	Pine Street	South	2	30	Unsignalized	No	NA	1
		East	2	30		No	2073	1
		West	2	30		No	2073	1
	Chapman Street	North	2	30	Unsignalized	No	2073	1
		South	2	30		No	2073	1
		East	2	30		No	NA	1
	Columbia Ave	North	2	30	Unsignalized	No	2073	1
		South	2	30		No	2073	1
		East	2	30		No	NA	1
	Ralph Street	North	2	30	Unsignalized	No	2073	1
		South	2	30		No	2073	1
West		2	30	No		2334	1	

Location			Roadway Characteristics				Volume	
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	BLTS
	E. Grove Street	North	2	30	Unsignalized	No	2334	1
		East	2	30		No	2073	1
		West	2	30		No	2073	1
Prospect Street	Bath Street	South	2	30	Unsignalized	No	2207	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Thompson Street	South	2	30	Unsignalized	No	NA	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Milton Ave	North	2	30	Signalized	No	8503	3
		South	2	30		No	8503	3
		West	2	30		No	NA	3
Mechanic Street	Kent Street	South	2	30	Unsignalized	No	NA	1
		East	2	30		No	275	1
		West	2	30		No	275	1
	Ford Street	North	2	30	Unsignalized	No	275	1
		South	2	30		No	275	1
		East	2	30		No	NA	1
	Van Buren Street	West	2	30	Unsignalized	No	NA	1
		North	2	30		No	275	1
	Ralph Street	Saratoga Ave	North	2	30	Unsignalized	No	NA
South			2	30	No		NA	1
East			2	30	No		2334	1
Kent St		South	2	30	Unsignalized	No	NA	1
		East	2	30		No	2334	1
		West	2	30		No	2334	1
Rowland Street	Milton Ave	North	2	30	Unsignalized	No	4137	1
		South	2	30		No	4137	1
		East	2	30		No	3978	1
	North Street	North	2	30	Unsignalized	No	4137	1
		South	2	30		No	4137	1
		East	2	30		No	NA	1
	John Street	West	2	30	Unsignalized	No	NA	1
		North	2	30		No	4137	1
		South	2	30		No	4137	1
		West	2	30		No	NA	1

Location			Roadway Characteristics				Volume	
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	BLTS
Eastern Ave	Chapman Street	South	2	30	Unsignalized	No	516	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Grove Street	North	2	30	Unsignalized	No	516	1
		South	2	30		No	516	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Pleasant Street	North	2	30	Unsignalized	No	516	1
		South	2	30		No	516	1
West		2	30	No		NA	1	
Church Ave	Trumble Ave	North	2	30	Unsignalized	No	14851	1
		South	2	30		No	14851	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Lewis Street	North	2	30	Unsignalized	No	14851	1
		South	2	30		No	14851	1
		East	2	30		No	NA	1
	McMaster Street	North	2	30	Unsignalized	No	14851	1
		South	2	30		No	14851	1
		West	2	30		No	NA	1
	McLean Street	North	2	30	Unsignalized	No	14851	1
		South	2	30		No	14851	1
East		2	30	No		NA	1	
Ballston Ave	W. High Street	North	2	30	Unsignalized	No	4129	1
		South	2	30		No	4129	1
		East	2	30		No	4184	1
		West	2	30		No	4129	1
	McMaster Street	North	2	30	Unsignalized	No	4129	1
		South	2	30		No	NA	1
		East	2	30		No	NA	1
	Garrett Rd	North	2	30	Unsignalized	No	4129	1
		South	2	30		No	4129	1
		West	2	30		No	NA	1
	Pleasant Street	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		East	2	30		No	NA	1
	Hamilton Street	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		West	2	30		No	NA	1



Location			Roadway Characteristics				Volume	
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	BLTS
Milton Ave	Van Buren Street	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Ford Street	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
	Saratoga Ave	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		East	2	30		No	NA	1
	Middlebrook Ave	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		West	2	30		No	NA	1
	South Street	North	2	30	Unsignalized	No	3978	1
		South	2	30		No	3978	1
East		2	30	No		4296	1	
West		2	30	No		4296	1	
Union Street	North	2	30	Unsignalized	No	3978	1	
	South	2	30		No	3978	1	
	East	2	30		No	NA	1	
Doubleday Ave	N. High Street	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		East	2	30		No	NA	1
	Milton Ave	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		Northwest	2	30		No	3978	1
	South Street	North	2	30	Unsignalized	No	8503	1
		South	2	30		No	8503	1
		West	2	30		No	4296	1
	Union Street	North	2	30	Unsignalized	No	8503	1
		South	3	30		No	8503	1
		East	2	30		No	NA	1
		West	2	30		No	NA	1
E. North Street	North	2	30	Unsignalized	No	8503	1	
	South	2	30		No	8503	1	
	East	2	30		No	NA	1	
	West	2	30		No	NA	1	

Primary Criteria

Unsignalized crossings: Speed limit ≤ 30 and crossing 3 or fewer lanes results in BLTS 1

**Roadway Segment BLTS**

Street	Segment Start	Segment Finish	Number of Lanes	Bike Lanes Available	Mixed Traffic	Speed Limit	Marked Centerline	AADT (VPD)	BLTS
Hyde Boulevard	E. High Street	Malta Ave	Unmarked	No	Yes	30	No	NA	2
Front Street	Charlton Street	Milton Ave	Unmarked	No	Yes	30	No	NA	2
W. High Street	Charlton Street	Milton Ave	2	No	Yes	30	Yes	4184	3
E. High Street	Milton Ave	Hyde Boulevard	2	No	Yes	30	Yes	4971	3
E. High Street	Hyde Boulevard	Oak Street	2	No	Yes	45	Yes	5468	4
Bath Street	Front Street	Van Buren Street	Unmarked	No	Yes	30	No	2207	2
Fenwick Street	Washington Street	Hamilton Street	Unmarked	No	Yes	30	No	266	2
Malta Ave	Milton Ave	E. Grove Street	2	No	Yes	30	Yes	2073	3
Prospect Street	Bath Street	Milton Ave	2	No	Yes	30	Yes	NA	3
Mechanic Street	Kent Street	Van Buren Street	Unmarked	No	Yes	30	No	275	2
Ralph Street	Saratoga Ave	Kent St	Unmarked	No	Yes	30	No	2334	2
Ralph Street	Kent Street	Malta Ave	2	No	Yes	30	Yes	2334	3
Rowland Street	North Street	John Street	Unmarked	No	Yes	30	No	4137	3
Eastern Ave	Chapman Street	E. High Street	2	No	Yes	30	Yes	516	3
Church Ave	Trumble Ave	E. High Street	2	No	Yes	30	Yes	14851	3
Ballston Ave	W. High Street	Garrett Rd	2	No	Yes	30	Yes	4129	3
Milton Ave	E. High Street	Malta Ave	2	No	Yes	30	Yes	8503	3
Milton Ave	Malta Ave	Doubleday Ave	2	No	Yes	30	Yes	8503	3
Milton Ave	Doubleday Ave	Rowland Street	2	No	Yes	30	Yes	3978	3
Doubleday Ave	Milton Ave	E. North Street	2	No	Yes	30	Yes	8503	3

If the speed limit is above 25 mph, the BLTS must be at least a 2

If the speed limit is above 35 mph, the BLTS is automatically 4

For 2 to 3 lane roadways, marked centerlines = 3, unmarked = 2 (Table 4 on page 21 in guidance)

# D

## Focus Group Meeting Summaries

# Village of Ballston Spa

## Outside of Downtown Focus Group Notes

May 20, 2021 @ 3:30 PM

---

Attendees: Kelly Delaney-Elliot (Ballston Spa School District), Ed Martin (Ballston Spa School District), Richard Bashant (Friends of Kayderosseras), Ray Otten (Study Advisory Committee Member), Danielle Thomson (Acorn Appraisals and Consulting), Mandy Rider (Resident), Jacob Beeman (CDTC), Jordan Solano-Reed (CDTC), Trustee Christine Fitzpatrick (Study Advisory Committee Member), Scott Burlingame (Study Advisory Committee Member), Katherine Ember (Planning4Places), James Levy (Planning4Places)

---

- Introductions and Discussion of Project Goals and Study Area – Following introductions and a brief discussion of the goals for the Pedestrian and Bicycle Master Plan and the Study Area, the Focus Group discussed top priorities for improvements, challenges to implementing bike improvements, challenges to implementing pedestrian improvements, important connections, desired amenities, and which intersections need improvements. The conversation is summarized below.
- The Focus Group identified priorities included connecting the Zim Smith Trail to downtown and to Spa Park, filling-in existing sidewalk gaps and ensuring accessibility (i.e., ADA), improving crosswalks, and implementing traffic calming. Sidewalk improvements were the number one priority discussed by the Focus Group. The Zim Smith Trail was seen as a vital county-wide connection that could bring benefits to the Village and Downtown area. Accessibility of the sidewalks and to downtown businesses were noted as important.
- Suggested areas of improvement:
  - Sidewalk connections to from the High School to Route 67 and the missing segments along Malta Avenue are priorities.
  - Make use of the Tedisco Trail to get from Front Street to Prospect Street
  - Connections to Kelley Park
  - Connections to the northside @ Mohican Hills development and the County Fairgrounds are also important.
  - Hyde is used as a cut-through and traffic calming is needed.
  - E. High to Hyde – there is a blind spot making it difficult to see pedestrians.
  - The area around Dunkin Donuts and Aldi’s needs active transportation improvements.
- The Focus Group was shown the Complete Streets Workshops of Hyde Boulevard and connection to the Zim Smith Trail concepts. The Focus Group liked the sidepath concept and also noted that sharrows or bike boulevards might be a good option in some locations. A bike lane to the end of

Hyde would be a high impact option. The Focus Group also noted that removing parking is more appropriate in areas with adequate off-street parking. .

- An opportunity might exist to require upgrades to sidewalks or installation when a home is sold. The Park & Tree Board is looking at tree types and the appropriateness of street trees adjacent to sidewalks.
- Amenities discussed included installing benches (currently about two are installed per year) by the Rotary.
- The Focus Group also discussed looking at starting a shared bike program. CDTC noted that there is a flat rate for expansion of the CDPHP program.

## Village of Ballston Spa Downtown Focus Group Session #1 Notes May 20, 2021 @ 7:00 PM

---

Attendees: Mike McNamara (Village Planning Board), Jacob Beeman (CDTC), Jordan Solano-Reed (CDTC), Trustee Christine Fitzpatrick (Study Advisory Committee Member), Scott Burlingame (Study Advisory Committee Member), Katherine Ember (Planning4Places), James Levy (Planning4Places)

---

- Introductions and Discussion of Project Goals and Study Area – Following introductions and a brief discussion of the goals for the Pedestrian and Bicycle Master Plan and the Study Area, the Focus Group discussed top priorities for improvements, challenges to implementing bike improvements, challenges to implementing pedestrian improvements, important connections, desired amenities, and which intersections need improvements. The conversation is summarized below.
- The Focus Group discussed opportunities for development including the property across the street from Ricketts and the former nursing home. Pedestrian connections would be important in these locations.
- Top priorities identified were connections to the Zim Smith Trail and connectivity to/from Zepko Lane to the Trail.
- It was noted that many people do not know about off-street existing parking lots and there would be likely be resistance to removing on-street parking.
- The Focus Group discussed opportunities for bike lanes in the following areas: Hyde Blvd to Ralph Street right onto the hill. Along E. High St. adjacent to the soccer fields, the wooded area near the apartments, and along the apartments' frontage on E. High St. back to downtown - there may be an opportunity to put in a sidepath.
- The Focus Group liked the Complete Streets Workshop concept of the sidepath to the Zim Smith Trail.



- The Focus Group discussed the removal of Bus Route 451 and the need for bus pull-off locations. Bus stops are very busy in the Village. A member of the SAC is from CDTA and could be contacted to discuss what options may exist for restoration of the 451 as well as potential bus stop improvements.
- The Focus Group likes the idea of additional bike racks. Cyclists bring business to area businesses and currently downtown is bypassed by riders of the Zim Smith Trail.

## Village of Ballston Spa Downtown Focus Group Session #2 Notes May 24, 2021 @ 3:30 PM

---

Attendees: Ellie Dillon (Bottle Museum and Town of Milton Deputy Supervisor), Todd Shimkus (Saratoga Chamber of Commerce), Shelby Schneider (Saratoga County Prosperity Partnership), Bernadette VanDeinse (Stakeholder Advisory Committee), Jacob Beeman (CDTC), Jordan Solano-Reed (CDTC), Trustee Christine Fitzpatrick (Study Advisory Committee Member), Scott Burlingame (Study Advisory Committee Member), Katherine Ember (Planning4Places), James Levy (Planning4Places)

---

- Introductions and Discussion of Project Goals and Study Area – Following introductions and a brief discussion of the goals for the Pedestrian and Bicycle Master Plan and the Study Area, the Focus Group discussed top priorities for improvements, challenges to implementing bike improvements, challenges to implementing pedestrian improvements, important connections, desired amenities, and which intersections need improvements. The conversation is summarized below.
- Priorities included improving the condition of sidewalks throughout the Village, providing a formal connection to the Zim Smith Trail (and also to Spa Park), installing signage from the Zim Smith to get people downtown, the installation of covered bus shelters, and traffic calming needs on Route 50 that will make it easier and safer to cross the road. The Focus Group believes that downtown sidewalk improvements is the highest priority.
- There is a perception that there is a lack of parking. Curbside pick-up for takeout is likely here to stay so that will need to be accommodated.
- Route 67 and Route 50 could use signalized crosswalks (and RRFBs) as many kids cross these roads. Kids cross at Ballston and High to get to the High School. Pedestrian refuges and bump-outs were mentioned.
- The Aldi, CVS, Dunkin Donuts, CVS, Doubleday area, and Hannaford areas are important pedestrian destinations. There could be a bike lane along Doubleday as well.
- Cyclists use backroads outside the Village and utilize Saratoga Avenue to avoid riding on Route 50. One participant would like to see a bike lane on Route 50.

- Connections to Milton Town Center and the County Fairgrounds. The County Fairgrounds could be connected by the Tedisco Trail. Fairgrounds Road from Spring is lacking sidewalks. There is no sidewalk between Kelley Park and the school on Malta Avenue.
- Visible crosswalks are needed.
- Gateways (boulevards) to the Village would be a nice enhancement.
- An education program is suggested for the sidewalk incentive program and for specific areas and neighborhoods to engage them in improving sidewalks on their properties.

**Village of Ballston Spa**  
**Zim Smith Focus Group Notes**  
 May 26, 2021 @ 5:00 PM

---

Attendees: Dan Lynch (Bikeatoga), Brian Smith (Cyclist), Sara Smith (Cyclist), JD Wood (Study Advisory Committee Member – Town of Milton), Jacob Beeman (CDTC), Jordan Solano-Reed (CDTC), Scott Burlingame (Study Advisory Committee Member), Katherine Ember (Planning4Places), James Levy (Planning4Places)

---

- Introductions and Discussion of Project Goals and Study Area – Following introductions and a brief discussion of the goals for the Pedestrian and Bicycle Master Plan and the Study Area, the Focus Group discussed planned connections to the Zim Smith Trail to Spa Park, where pedestrian and bicycle connections are needed to get to the Trail, and wayfinding signage opportunities, among other topics. The conversation is summarized below.
- JD Wood shared information about the Route 50 study in Milton. This project is looking at bicycle and pedestrian safety and connectivity in the corridor from near Stewarts and the Ocean State Job Lot. They are looking at installing a roundabout in the corridor.
- The Focus Group discussed connections to the Zim Smith Trail and discussed Zepko Lane but it has a railroad crossing. To connect to Oak Street – McLean Street and High Street are possibility.
- The Focus Group was shown the concepts from the Complete Streets Workshops of connection to the Zim Smith Trail and believes that a sidepath on E. High would get more people to the Trail.
- Connections discussed included from the Kayderosseras Creek to the Zim Smith Trail. This would allow connections all the way from Mechanicville to Saratoga Springs. This would be a rail trail connection. There used to be additional connections over the Creek that would connect the Village better.
- Route 50 is used by cyclists quite a bit – they use the shoulder. “Share the Road” or other signage would be helpful.
- People also bike on Milton Avenue/Rowland St/Route 47.

- Hyde Blvd to Grove Street to Village could be a connection. The Focus Group discussed if the National Grid ROW would be an option. (Brookline Road).

## Village of Ballston Spa

### County Discussion on the Zim Smith Notes

June 3, 2021 @ 1:30 PM

---

Attendees: Jason Kemper (Saratoga County), Ed Snyder (GPI), Amanda Joy (GPI), Jacob Beeman (CDTC), Jordan Solano-Reed (CDTC), Scott Burlingame (Study Advisory Committee Member), Alanna Moran (VHB), Katherine Ember (Planning4Places)

---

- Saratoga County shared the status of the Zim Smith Trail from Oak Street to Spa Park. The Study will be wrapping up in July and will be discussed at upcoming Saratoga County Supervisor meetings. The priority is to create an off-road trail rather than on-road segments. Alignment options include the County sewer easement, using Malta Avenue, or Northline, or Hyde Boulevard/East High Street. There are significant wetland constraints in the off-road areas. Oak Street was the most challenging section of the Zim Smith Trail due to the railroad constraints. It is expected that the County will move forward with funding the preliminary design of this next section following the conclusion of the feasibility study. Jason Kemper will be the point of contact for progress on the feasibility study going forward.
- Trustee Kormos shared that many cyclists use Hyde, Ralph, Saratoga to Northline to 50.
- The Project Team described concepts for E. High and Oak Street (sidepath along E. High) and noted that in Focus Groups there was discussion of connections to the Trail via utility lines, the railroad spur, the Kayderosseras Creek/Tedisco Trail in addition.
- Oak Street has had conflict with neighbors and there are common complaints about the speed of cyclists (30 mph) and conflicts with young families sharing the path. Oak Street residents in some cases have bothered users of the trail and removed signage.
- The group discussed options for other trailheads (in addition to advocating for one in the Village) including at Northline and at Doubleday Fields on Malta Avenue.
- There has been discussion about adding wayfinding signage and the group agreed that signage at Oak Street (with potentially additional signage in the Town of Ballston to the Village downtown) would help cyclists know about where local amenities are.

### Focus Group Summary Conclusions

- Support for connecting the sidewalk network and improving accessibility – Focus Group participants highest priority is connecting the sidewalk network and filling in gaps.





- Other key areas for sidewalk connections include: to the downtown, to the schools, to grocery stores and important services, to Kelley Park, and to the northside, and Milton Town Center.
- Support for Connecting the Village for the Zim Smith Trail – Focus Group participants also prioritized connections to the Zim Smith Trail and ultimately connecting to Spa Park. Wayfinding signage to and from the Trail were considered to be very important.
- Utilizing the Kayderosseras Creek, Tedisco Trail, and utility right-of-way are opportunities for off-road connections.
- Bike lanes, sidepaths and shared use paths, and sharrows all received positive feedback.
- Other Priorities – other priorities mentioned include traffic calming, improving transit accessibility in the Village, ensuring appropriate street trees around sidewalks are appropriate, streetscape amenities - bike racks, benches, and pedestrian-scale lighting, and there was also interest in a shared bike program.

# E

## Project Website and Interactive Map Comments

Type (required)	Respondent Category	Comments
Current Issues	Resident	Numerous areas in our immediate business where there are missing sidewalk. These should be addressed before any repairs are done
Current Issues	Resident	Missing Sidewalks in business district
Current Issues	Resident	Missing sidewalks in business district
Current Issues	Resident	Missing sidewalks in business district near fairgrounds. Unsafe condition
	Resident	Missing sidewalks in business district. Unsafe condition
Current Issues	Resident	Missing sidewalks leading to pool from business district
Current Issues	Resident	missing sidewalks from pool area to residential area
Potential Quick Fix	Resident	Connectivity issue between school / village. Missing sidewalk between Hyde Blvd and Columbia on Malta Ave. Children walk to school on side of busy road, families are walking here to pool and playground and lack of walks is dangerous.
Potential Quick Fix	Resident	Crosswalk is needed at Hyde Blvd and Malta Ave crossing.
Current Issues	Resident	Missing walk to playing fields and Zim Smith connection. Road narrows due to gravel parking on south side creating unsafe pedestrian conditions.
Current Issues	Resident	The intersection of Hyde Blvd and Malta Ave has no crosswalks and no sides walks on the north and west side of the street. Also a handful of cars do not stop at the stop sign.
Current Issues	Resident	Missing sidewalk connection from Malta Ave Elementary School / BACC to Kelley Park and residential areas. Daily occurrence of pedestrians (many children) walking along or crossing road, mostly in summer.
Current Issues	Resident	No crosswalk on Malta Ave to connect Ralph Street (Kelley Park) with Hyde (residential, soccer fields, Malta Ave Elementary, BACC)
Current Issues	Resident	No side walk on the north side of the street of Hyde Blvd between Malta Ave and Columbia Ave
Current Issues	Resident	Sidewalk ends abruptly. Does not extend to East High and Zim Smith or cross to soccer fields and Malta Ave Elementary School
Current Issues	Resident	Cars park on the north side of the street on the sidewalk right before you walk down the hill. Pretty sure that is illegal.
Potential Quick Fix	Resident	Sidewalk abruptly ends without crosswalk. Has become a parking area for nearby resident due since it does not extend. Causes any pedestrians to have to swing out way into the path of traffic to cross to other sidewalks.
Current Issues	Resident	Missing sections of sidewalk on both Hyde and Chapman to connect existing sidewalks
Current Issues	Resident	Sidewalk along Hyde ends on this side of the street with no crosswalk to the other side of Hyde.
Current Issues	Resident	Sidewalk in poor condition and ends abruptly. Pedestrians have worn in a makeshift path along yard and across street down embankment to Kelley Park. No safe path for pedestrians to navigate to Kelley Park
Current Issues	Resident	Fitness Trail exits onto street (steep hill and fast traffic) with no walking path in either direction
Current Issues	Resident	Sidewalk from Zim Smith ends with no walking path to any village attractions, parks, downtown, etc. No crosswalk to soccer fields.
Current Issues	Resident	No crosswalk to existing sidewalk going up to Hyde or crosswalk at Hyde for walking access from residential areas to Zim Smith Trail
Current Issues	Resident	No sidewalk on eastern side of Ballston Ave from McMaster to Thomas
Current Issues	Resident	No sidewalk on either side of Garrett Road (aka back entrance to the high school)
Current Issues	Resident	No sidewalk on either side around sharp corner portion of McLean St to Eastern Ave
Current Issues	Resident	No sidewalk on portion of Eastern Ave that leads to McLean St
Current Issues	Resident	Sidewalk ends (have to cut through wooded property to connect to W. High Street)
Current Issues	Resident	No sidewalk on either side of Ballston ave (steep and skinny, connects to Charlton and Front Street, thus access to the Old Iron Spring and Jim Tedisco trail)
Current Issues	Resident	No sidewalk to connect end of Jim Tedisco trail back to downtown (also road is steep and skinny with poor visibility so it leads to dangerous conditions)
Current Issues	Resident	Lack of sidewalk/incredibly uneven. Dangerous on this street given how fast cars are going.
Future Opportunities	Resident	This could be a segment that could lead the Zim Smith trail into downtown. This could have parallel parking on one side of the road with one way for cars and the bike trail.
Future Opportunities	Resident	At the bus stop, add a weather cover with seats.
Current Issues	Resident	No side walk on either side of this section of E High St, which is dangerous because this is a main way to walk to the Zim Smith Trail and it's narrow/has tree/undergrowth close to the road so it's hard to even walk on the shoulder.
Current Issues	Resident	Traffic speed and speed enforcement will need to be addressed to make make bicycle riders and pedestrians safe.
Current Issues	Resident	Lack of sidewalks and safe crossing zones for bicycle riders and pedestrians need to be addressed before implementing the plan.
Current Issues	Visitor	Intersection too wide, pedestrian unfriendly

Current Issues	Resident	No sidewalk on right side of McMaster from about a block from the end on the Ballston Ave side
Future Opportunities	Visitor	Curb extension in high pedestrian traffic zones (along Milton and Front) to make crossing safer
Current Issues	Resident	No sidewalk or cross walk for children to reach Kelley Park and the pool from the Hyde Blvd and surrounding neighborhoods
Current Issues	Resident	This intersection is a joke. So many cars use the new turn only(right) lane to go around the cars trying to turn left onto 50. Only way to make a left onto Church Ave is to blow your horn to stop the oncoming idiots who don't understand road rules.
Future Opportunities	Resident	We would love to see a sidewalk stretch along 67, up Middleline, and across at County Farm Road. It would enable people to walk to school, the village, and the fairgrounds from their home. This could free up parking in the already jammed up downtown area.
Current Issues	Resident	Lack of sidewalk on East High between McLean/Eastern and Hyde Blvd.
Current Issues	Resident	Poor maintenance of the sidewalks on either side of East High St from Kaleen to Oak St. This stretch is not cleared of snow in the winter and also has either sand/stone debris from erosion off of the railroad embankment and excessive vegetative growth.
Current Issues	Resident	The pedestrian signal at the Rte 50/Rte 67 intersection should have an all stop for traffic to allow pedestrians to cross. This inter. is too wide and corners too long; often cars turn and don't see pedestrians.
Current Issues	Resident	Lack of sidewalk on Malta Ave between Columbia and Hyde; no safe ped. connection to Ralph St. Need crosswalk at Malta Ave/Hyde and to cross Malta Ave to get to Ralph St.
Current Issues	Resident	Lack of sidewalk between Hyde and Doubleday Fields entrance. This would allow walking to the fields and residents on Malta Ave to safely walk to Ralph St or the Village.
Current Issues	Resident	Concrete sidewalk missing, brick sidewalk becomes easily flooded
Future Opportunities	Resident	Could use a sidewalk on the side of residential property
Current Issues	Resident	Sidewalk is cracked and heaved due to tree roots under current sidewalk
Current Issues	Resident	A continuous sidewalk is needed on Malta Ave. headed east from Hyde Blvd. to the baseball fields just beyond the railroad tracks.
Current Issues	Resident	Large stretch of no sidewalks, interrupted sidewalks or uneven sidewalks. Drivers tend to take the curve where South Street becomes Maple Avenue quickly and there is no sidewalk, so people either walk in the street or on people's lawns.
Current Issues	Resident	Area does not have concrete but asphalt that is cracked and is partially made of just a dirt path, bad in the winter/spring
Current Issues	Resident	I live in Colonial Hills and there are several other developments near me. It would be nice if there was a way to get from my area to town by bicycle
Potential Quick Fix	Resident	Can you please connect the paved sidewalk that comes in from Malta, down East High Street, with the sidewalk that leads up to Oak Street? We love riding our bikes to the Zim Smith trail or into Ballston Spa to frequent those businesses.
Current Issues	Resident	Incomplete Sidewalk on East High Street on 45 mph road. Many families and kids want to access the Zim Smith Trail and businesses in the Village of Ballston Spa. I contacted the town
Future Opportunities	Visitor	Please complete the Zim Smith trail to Saratoga Spa State Park
Current Issues	Resident	This plan does not appear to address the issues of residents in the north end of the village. Walking/biking access to the business district from homes in the Colonial Hills area should be a priority.
Potential Quick Fix	Resident	There is a brief gap on the sidewalk connecting East Line Road to the village along East High Street. Completing that sidewalk would be great for all the parents and kids in the neighborhoods along East High.
Current Issues	Resident	sewer drain repair/paving of walnut st: adjacent to Science St to the railroad embankment. Front St curb repairs/replacement?
Current Issues	Resident	The rec field good use a sidewalk on the side of Hyde Blvd, when sports are played there and with all those cars lined up it is hard to see people and kids coming in and out between the cars because of no room from fence line to parked cars
Current Issues	Resident	Sidewalks do not exist on East High St., east of Oak St. & west of the Mourning Kill. Sidewalk additions & improvements will greatly improve the safety for our children (ages 7,8 & 9 years old) and our whole family to access the trail & the village
Current Issues	Resident	Sidewalks on McMaster Street are in desperate need of repair or replacement due to not being able to walk on them without tripping and falling.
Current Issues	Resident	Sidewalk is unwalkable on south side of the street closest to Church Ave.
Current Issues	Resident	No sidewalks on either side of street on the whole street
Current Issues	Resident	No sidewalks on the loop or on the street to safely walk with no worries of getting hit by a car
Current Issues	Resident	No sidewalk or crosswalk to safety walk and cross the street
Current Issues	Resident	Sidewalk is lifted causing it to be uneven by the trees. Trees need to go and sidewalk needs to be fixed.

Current Issues	Resident	No sidewalks on streets on the back of St Mary's school were kids walk, very unsafe.
Potential Quick Fix	Resident	Please connect the sidewalk coming in from Malta, down East High Street, to near Oak Street, where the Zim Smith trail is. There is probably just a gap of a couple hundred feet between the two sidewalks.
Current Issues	Resident	Restriping & Potential Additional Signage - Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage - Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage - Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Restriping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Sidewalk Obstruction - Shrubs overgrown into sidewalk area causing pedestrians to enter street, bypassing sidewalk.
Future Opportunities	Resident	Sidewalk Obstruction - Shrubs overgrown into sidewalk area causing pedestrians to enter street, bypassing sidewalk.
Future Opportunities	Resident	Overweight Commercial Vehicles including Tractor Trailers and Large Fleet Busses - More signage / policing of this area for future safety of both pedestrians and bicyclists. They tend to trim our trees when passing through.
Future Opportunities	Resident	Overweight Commercial Vehicles including Tractor Trailers and Large Fleet Busses - More signage / policing of this area for future safety of both pedestrians and bicyclists. They tend to trim our trees when passing through.
Future Opportunities	Resident	Sidewalk needed to elementary schools / dss. There is no longer a bus bus going down West high street. Anyone whom doesn't drive now needs to walk in the road to access dss and the elementary schools
Current Issues	Resident	Sidewalk either missing or not maintained. You are clearly see a partial sidewalk beginning into a path in overgrown area connecting West high street with ballston Ave. No safe way for pedestrians to walk this intersection
Current Issues	Resident	Slow traffic by adding a flashing light and crosswalk to connect residential part of W. High St. to Charlton St. across 67. Cars and semi-trucks go well above the speed limit, and extreme hazard for families on W. High St. to get to the village.
Current Issues	Resident	Section of 67 connecting the village to the county offices needs a sidewalk/pedestrian lane. Many people walk from the bus stop through the village to the county offices alongside 67--unsafe.
Current Issues	Resident	There is no sidewalk on the Prospect Street side of the Tedisco Trail, to safely get you to the Milton Ave sidewalk.
Current Issues	Resident	There is no sidewalk to safely get you from the end of Hyde Blvd to the sidewalk at the top of the hill leading to Kelley Park.
Current Issues	Resident	Require yellow striping for crosswalks across Hyde Blvd. Signage indicating pedestrian cross-walk right-of-way should also be considered. Passive means of slowing speeding cars (e.g. stop signs at Grove and Hyde) should be considered.
Current Issues	Resident	Heavy traffic including large trucks and constant speeding on West Street. No lines on road and posted speed limit is 30mph. Street is not designed to be major road.
Current Issues	Resident	West street is like a speed strip. The Huge Trucks with heavy equipment flying down through. It's no longer if someone will be hit by a speeder it is now WHEN! I have a limited walking disability and have emailed the Village and Mayor to have the sidewalk

Current Issues	Resident	Need pedestrian crossing here. Residents of Doubleday Woods must go North to East and West High to ultimately go south the the shopping just outside the Village because there is no sidewalk beyond the Village on the east side of Church Ave.
Future Opportunities		School children and others walk in the road to get to Hannaford grocery store.
Current Issues	Resident	Very dangerous corner. There have been multiple accidents at this intersection.
Current Issues	Resident	sidewalk should extend on both sides down hyde street. when field events are being held there is space for pedestrians so both sides would be beneficial.
Current Issues	Resident	Sidewalk transitions are not ADA compliant and a wheelchair cannot get onto the sidewalk easily. There are many of these around the village.
Potential Quick Fix	Resident	There is a crosswalk here, but cars rarely stop for pedestrians. There should be some type of flashing lights put up that can be triggered when someone is crossing the road. Cars are also driving higher than the posted speed limit here.
Current Issues	Business Owner	Inadequate places for residents to lock up their bikes. Crosswalks here also need to be repainted
Future Opportunities	Resident	It would be nice to have an additional crosswalk here to cross over to Mclean street. The only crosswalk is down at the busy intersection.
Current Issues		The sidewalk ends here and it should continue to the top of Knickerbocker street where the sidewalk starts again on the West side of the street.
Current Issues	Resident	No sidewalk exists so residents on north side of town have to walk in the road.
Current Issues	Resident	No sidewalk exists so residents on north side of town have to walk in the road.
Future Opportunities	Resident	The Tadisco walking trail runs from Front Street to Prospect Street and is scenic, with multiple business locations at each end that could benefit from increased walking and (possibly) bicycle use.
Current Issues	Resident	At the intersection of McMaster and Church St, it would be extremely helpful to have a crosswalk. Many walkers/runners come from the McLean St side of Church, and cross to McMaster to continue their run/walk. The crosswalk at E/W High is not enough!
Current Issues	Resident	Crosswalks needed at the top of Ralph St and residents need to stop parking on the sidewalk. Extremely dangerous crossing and walking conditions, and so many pedestrians want to walk this way.
Current Issues	Resident	Missing sidewalk along Malta Ave between Hyde Blvd and Columbia Ave. No good connection to Ralph St, speeding cars and dangerous walking conditions.
Current Issues	Resident	Missing sidewalk on Prospect St to entrance of Fitness Trail. Steep hill, low visibility for cars traveling on Prospect to see pedestrians, dangerous and discourages trail use.
Current Issues	Resident	Sidewalk obstruction, trees and shrubs overgrown, causing pedestrians to enter the street and bus passing the sidewalk.
Potential Quick Fix	Resident	Speeding on Saratoga Ave is outrageous. Law enforcement needed, perhaps more stop signs at N High and Union street where they intersect Saratoga Ave
Current Issues	Resident	Missing along Saratoga Ave, dangerous walking with speeding cars and drivers not paying attention.
Future Opportunities	Resident	Connector for Zim Smith. Build a bike/pedestrian bridge starting at the East of end of McClean St. The bridge would go over the railroad tracks and allow for bikers and pedestrians to easily gain safe access to the Zim Smith Trail.
Future Opportunities	Resident	Make Bike Lane and Sidewalk all the way to Wood Road. This would allow for students and teachers to walk in to town easily as well as parents to commute via bike to drop off children.
Current Issues	Resident	Crosswalk and Pedestrian light for safe crossing of 67. Also would allow traffic to exit Thomas street more easily when the light is red on 67. Main concern is students walking and/or biking to middle/highschool.
Current Issues	Resident	Bike/pedestrian lane (sidewalk) on Thomas Ln. Many students bike and/or walk down this street. Along with summer time access to the Middle/High School complex.
Current Issues	Resident	Need for a sidewalk on southeast corner of Ballston Ave. and Route 67 (High St) and have to walk in shoulder on Rt. 67 . Also, difficult to cross the street at this corner. Heavy traffic, fast, hill, many people turning and no defined crosswalk.
Future Opportunities	Resident	Add a connection from the end of this Chester Street that connects to Lewis Street so that people on foot and bikes can get to Route 50, hannafor, more efficiently.. There already seems to be an unofficial footpath here. So, it shows there is a need.
Current Issues	Resident	No sidewalk access to new stewarts. Folks have to walk in shoulder to access
Future Opportunities	Resident	Connect Zim Smith to Spa State Park.
Current Issues	Resident	Missing sidewalk sections. Middle St functions as a connection from the northern aspect of the village down to South St to travel on to Milton Ave. Due to this, Middle St sidewalks serve a substantial role in increasing access and promoting travel.

Future Opportunities	Resident	Park would benefit north-end village residents from the addition of functional gathering space, such as a pavilion/gazebo, benches, & small playground, as walkable access to other parks w/ these amenities is unrealistic at this distance. Landscaping.
Potential Quick Fix	Resident	Excellent space for increasing village trees to promote a community rest spot for the ample walkers/bikers in this area. Consider planting a couple of trees and introducing a bench. Otherwise, this green space is unused and calling for purpose.
Future Opportunities	Resident	Farmer's/Craft/Artisan market location. As neighboring Saratoga Springs hosts markets in 4 locations on varying days of the week, this Ballston Spa community would benefit from increasing beyond twice weekly in new location. May encourage foot traffic.
Current Issues	Resident	While the fencing reduces hazard, long-standing neglect is an eyesore and waste of valuable village space. Consider a pocket-park here with increased signage to slow the rate of speed down Rt 50 to support pedestrians safely walking and biking.
Current Issues	Resident	Lacking safe and organized crosswalk (traffic light, crosswalk light). North-end residents walking/biking to businesses above the Kaydeross, including grocery, are unable to cross here and must inefficiently navigate down and around.
Future Opportunities	Resident	This space lacks definition and function. A rec field would help with that. North Side Rec. (Think: East Side Rec in Saratoga Springs)
Potential Quick Fix	Resident	We are a village of friends, let's celebrate that and welcome travelers to our village with iron arch stating "Village of Friends" over the bridge & flower boxes lining railings of bridge. Encourage pedestrians down hill towards central business hub.
Current Issues	Resident	Missing painted crosswalk. Recent work done here; however, paint was not reapplied. Currently spans only half of the road.
Current Issues	Resident	Missing crosswalk. Unable to access businesses on alternative side of the road. Needs crosswalk light.
Current Issues	Resident	Missing sidewalk and crosswalk. With the Farmer's Market and music/movies in the park located at this end of Front St, accessibility must be addressed to cohesively flow up/down Front St.
Current Issues	Resident	We are ""America's First Watering Place""- Lacking ease of connection for pedestrians between springs. Signage suggesting direction to travel (San Souci & Old Iron Springs). Sidewalks. Crosswalks.
Current Issues	Resident	This bridge is uninviting to pedestrians traveling by foot. Increasing appeal may improve foot traffic between businesses above and below it. Add benches to rest and historical signage describing the sites to see.
Current Issues	Resident	Guardrail along creek/wooded side of road missing. Significant safety risk at this drop-off height.
Current Issues	Resident	We need simple, safe, durable seating that is covered and out of the elements for those utilizing CDTA bus stops in the village. (See new bus stop at the corner of Rt 50 and Geyser Rd. in Saratoga Springs for example.)
Current Issues	Resident	We need simple, safe, durable seating that is covered and out of the elements for those utilizing CDTA bus stops in the village. (See new bus stop at the corner of Rt 50 and Geyser Rd. in Saratoga Springs for example.)
Current Issues	Resident	We need simple, safe, durable seating that is covered and out of the elements for those utilizing CDTA bus stops in the village. (See new bus stop at the corner of Rt 50 and Geyser Rd. in Saratoga Springs for example.)
Current Issues	Resident	We need simple, safe, durable seating that is covered and out of the elements for those utilizing CDTA bus stops in the village. (See new bus stop at the corner of Rt 50 and Geyser Rd. in Saratoga Springs for example.)
Current Issues	Resident	We need simple, safe, durable seating that is covered and out of the elements for those utilizing CDTA bus stops in the village. (See new bus stop at the corner of Rt 50 and Geyser Rd. in Saratoga Springs for example.)
Current Issues	Resident	We need simple, safe, durable seating that is covered and out of the elements for those utilizing CDTA bus stops in the village. (See new bus stop at the corner of Rt 50 and Geyser Rd. in Saratoga Springs for example.)
Current Issues	Resident	We need simple, safe, durable seating that is covered and out of the elements for those utilizing CDTA bus stops in the village. (See new bus stop at the corner of Rt 50 and Geyser Rd. in Saratoga Springs for example.)
Current Issues	Resident	There is no safe connection between the west and east side of the southern side of the Village. The cross walk at High Street shouldn't be the only option, the sooner kids can cross and get away from RT50 to the neighborhood streets the better.

Current Issues	Resident	Traffic speeds here on West Street. Needs traffic calming.
Current Issues	Resident	Amazed at how many people don't understand a turn lane is NOT FOR GOING STRAIGHT!!!! Idiots. I use my horn to make a left now from east high onto church ave.
Current Issues	Resident	Unsafe travel for bicyclists travelling NB. Top of a hill/ on a curve limits visibility for vehicle travelling same way to see cyclist. Turn lane promotes vehicles moving to the right to ""get around"" vehicles entering turn lane. No safe lane of travel
Current Issues	Resident	Dangers truck and commercial vehicle traffic. Route 50 corridor through Ballston Spa not built to accommodate semi trucks/dump trucks. Greatly reduces cycle and pedestrian friendliness.
		Excessive vehicle traffic route 50 corridor creates dangerous conditions and greatly reduces cycle and pedestrian friendliness.
		Excessive vehicle traffic (especially semi truck and commercial vehicles) creates dangerous conditions and minimizes pedestrian and cycle appeal. Whole route 50 corridor
Potential Quick Fix	Resident	No longer allow left turns onto Front St and Washington St from Rt 50 to improve vehicle traffic conditions which in turn reduces risks to cyclists and pedestrians. Signage placed for access via High St/ Low st/ Hyde St
Current Issues	Resident	Sidewalks and bicycle lane needed from Route 50 to County Social Services Building. Dangerous conditions for cyclists and pedestrians now
Current Issues	Resident	Pedestrian path/ trail needed to connect Route 50 to the Fairgrounds along Prospect St. High pedestrian traffic along this route during and after events with zero shoulder, sidewalk, or path along hilly corridor.
Potential Quick Fix	Resident	Speed enforcement and better signage needed to combat chronic and excessive speeding of vehicles, posing major threat to cyclists and pedestrians.
Current Issues	Resident	Ideas for bike route
Current Issues	Business Owner	Bike access to rt. 50 would make more sense if it could parallel the Rec Field to Eastern Ave., to Grove, to pine to Malta Ave. Least amount of traffic, parking, etc.

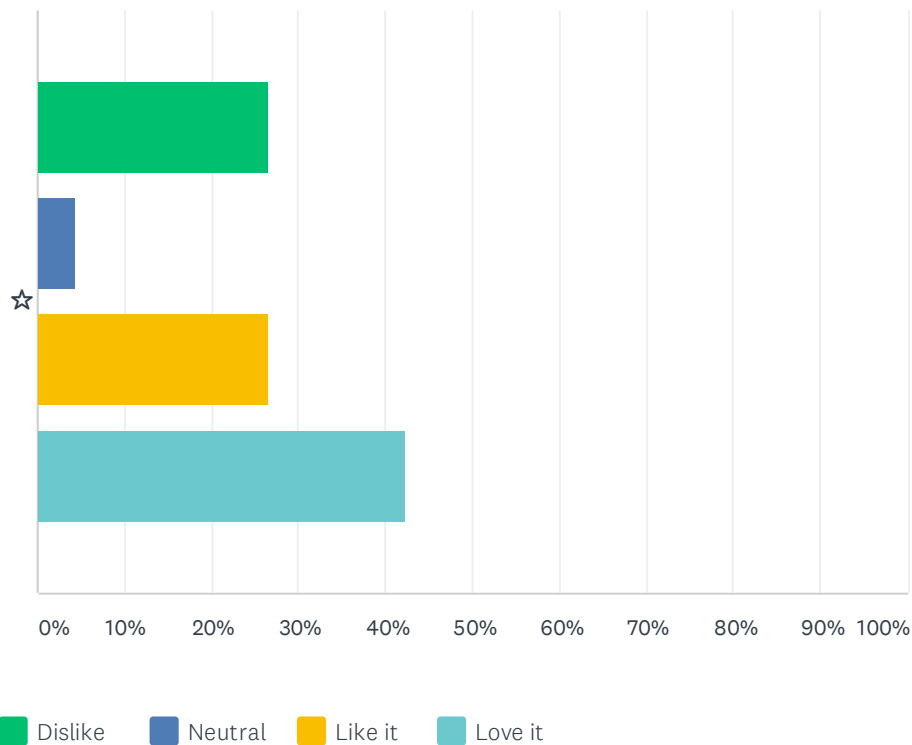


# F

## Demonstration Project Survey Summary

# Q1 What are your thoughts about the demonstration project on Hyde Boulevard?

Answered: 45 Skipped: 0



	DISLIKE	NEUTRAL	LIKE IT	LOVE IT	TOTAL	WEIGHTED AVERAGE
☆	26.67% 12	4.44% 2	26.67% 12	42.22% 19	45	2.84

#	PLEASE SHARE YOUR THOUGHTS ON THE DEMONSTRATION PROJECT.	DATE
1	While maybe not the most necessary location for implementing a bicycle lane, it does feel like a safe location for one to exist	7/7/2021 10:12 PM
2	Insufficient space for vehicles to travel based on NYS law on passing bicycles. Loss of parking spaces. Unsure why lanes are jutting out so far if parking won't be doable.	7/7/2021 7:39 AM
3	Good to have designated lanes for bikes. Would it make sense to have one wider lane with two-way bike traffic on one side?	7/6/2021 9:35 PM
4	I like that the village may become more safe for bicyclists and pedestrians. I would be interested in seeing how the lanes will work on other roads in the village. Traveling on the lane made me think further on how this would work once it gets near the soccer field area where the gravel "parking" is for the soccer fields. Cars are always back in and out or sticking out into the street here. It is a hazardous spot for pedestrians and bicyclist. I think the park should have a more planned parking area as opposed to this seemingly haphazard situation. I did observe one person driving on the bike lane. So, some education for drivers will be critical. Also, a way to keep folks from parking on the bike lane - which I have seen happen in other cities.	7/6/2021 8:26 PM
5	It demonstrated how safety for bicyclists, walkers and autos can share streets safely.	7/6/2021 6:26 PM
6	The current setup (parking-bike-car-car-bike-parking) seems a little dangerous for bikes as cars are crossing that bike lane to park. Seems like it would be more safer to designate the East	7/6/2021 1:32 PM

## Village of Ballston Spa Pedestrian and Bicycle Master Plan Hyde Boulevard Demonstration Project Survey

side of the street, where there are no intersections, as a two-lane bike and leave the West side as parking (parking-car-car-bike-bike).

7	Would like to see bike lanes between sidewalk and parking.	7/6/2021 9:00 AM
8	I think it's great that someone cares enough to make the area more pedestrian and bike friendly.	7/6/2021 7:50 AM
9	Not a good location. Not enough space.	7/5/2021 11:17 AM
10	It is too far out in the road and should be closer to the sidewalks.	7/2/2021 1:00 PM
11	I grew up here and had no problem the way it has been. There seems to be no problem with bikes, except those who ignore common sense and STOP signs. I'm over 70!	7/2/2021 12:47 PM
12	It really narrows the normal roadway.	7/2/2021 12:12 PM
13	Not sure we need bike lanes in both directions (on both sides of the street). Maybe cyclists could share 1 lane/side?	7/2/2021 8:58 AM
14	I wish we were a true boulevard instead. But this is a less expensive (maybe more useful) alternative to help slow traffic.	7/1/2021 10:56 PM
15	Given the number of streets the pavement width of Hyde Blvd., it wasn't very representative. It doesn't seem Hyde Blvd attracts that many bicyclists or those with motorized bikes (to see how they will inter-react).	7/1/2021 7:23 PM
16	It could help slow traffic as well.	7/1/2021 4:43 PM
17	Great to see it in person before it becomes permanent	7/1/2021 11:50 AM
18	I bike down Hyde Blvd multiple times a week, on the way to the trail. Placing lines on a road where no lines currently exist will not solicit the desired outcome, which, the outcome is unclear with this POC. Perhaps having this demonstration performed on a road that already has lines would be more demonstrative.	7/1/2021 10:55 AM
19	Great for bikers. It might slow traffic too.	7/1/2021 10:02 AM
20	I think this is fantastic and would love to see a lane all the way down Hyde Blvd and added to other streets around the village.	7/1/2021 9:57 AM
21	Provides a visual for drivers of how much space is needed for bikers. Also aids in slowing down traffic.	6/30/2021 5:44 PM
22	Hi. I've lived in both Melbourne and Copenhagen. Two great cycling cities. I would love bike lanes everywhere. My concern for trying it in the village is that without enforcement or a cultural respect for the bike lanes it might just be a waste of village money.	6/29/2021 5:23 PM
23	The priority on Hyde maybe should just be a yellow line dividing the road! The shared roadway signs add a distraction. Really, a bike with arrows indicating the way the bicyclist to go? That's necessary?? Do SOO many people bike that these distractions to drivers are necessary??	6/29/2021 7:42 AM
24	I think it's a good thought *in theory* but Hyde Boulevard is an absurdly wide street and not a good representation of biking in Ballston Spa. A street this wide, that allows for bike lanes and safe biking distances from cars, is not an accurate demonstration of biking in every other part of town.	6/28/2021 10:34 PM
25	A very good effort and I support the project. I live on the route and here's my concern. In theory I love it. In practice I fear for the bikers and walkers using this lane because there is a lot of traffic and speed has been a constant problem especially AMPM drive times. I have noticed a slowdown trend today but will that last once the orange cones are removed? Is there some way to calm the traffic enough to insure safety for pedestrians, kids, Bikers?	6/28/2021 7:40 PM
26	I am excited of the outlook for an improved biking/walking experience for the village residents. One of the true benefits of being in the village is the ease of travel with the exception of a few notable sidewalks and lack of connectivity from the bike path to downtown without crossing what I would consider a couple very busy intersections.	6/28/2021 7:34 PM
27	I'm all for bike lanes and travel each day on one in Schenectady. The lane markings on Hyde are way too far out in the road. Driving on it today, I felt dangerously close to oncoming traffic	6/28/2021 6:44 PM

Village of Ballston Spa Pedestrian and Bicycle Master Plan Hyde Boulevard Demonstration Project Survey

28	Seems like a waste of money that has very little impact to the residents. Absolutely NO ONE is coming to this Village because of a "bike lane". Very short sighted by the oblivious members of the board!	6/28/2021 5:12 PM
29	I wanted to only click "love it" but when I tried to do that - all the stars filled in. Please check survey, I wasn't able to choose just one answer.	6/28/2021 4:38 PM
30	My kids walk to school and bike around the village, this would be a fantastic improvement to our walkable village!	6/28/2021 4:34 PM
31	The roads are filled with potholes and you already have to swerve around everything to not damage your vehicle, I would rather see the road and sidewalk fixed.	6/28/2021 4:19 PM
32	Great spot for it too because of its proximity to the Zim Smith Trail	6/28/2021 4:05 PM
33	This is family friendly neighborhood with enough traffic issues from the events in the park & tractor trailers. I don't think this is great location to try this out.	6/28/2021 4:02 PM
34	Great idea, can't wait to see it!!	6/17/2021 10:45 PM
35	Sounds rad	6/17/2021 8:27 PM
36	I have wanted something like this for a long time	6/17/2021 2:59 PM
37	It will not allow me to select 1 answer	6/17/2021 7:50 AM

Q2 Please tell us where you live. Your answer can be a specific street address, a neighborhood or any other identifier such as "northern end of the Village." If you live in another municipality, please let us know where.

Answered: 44 Skipped: 1

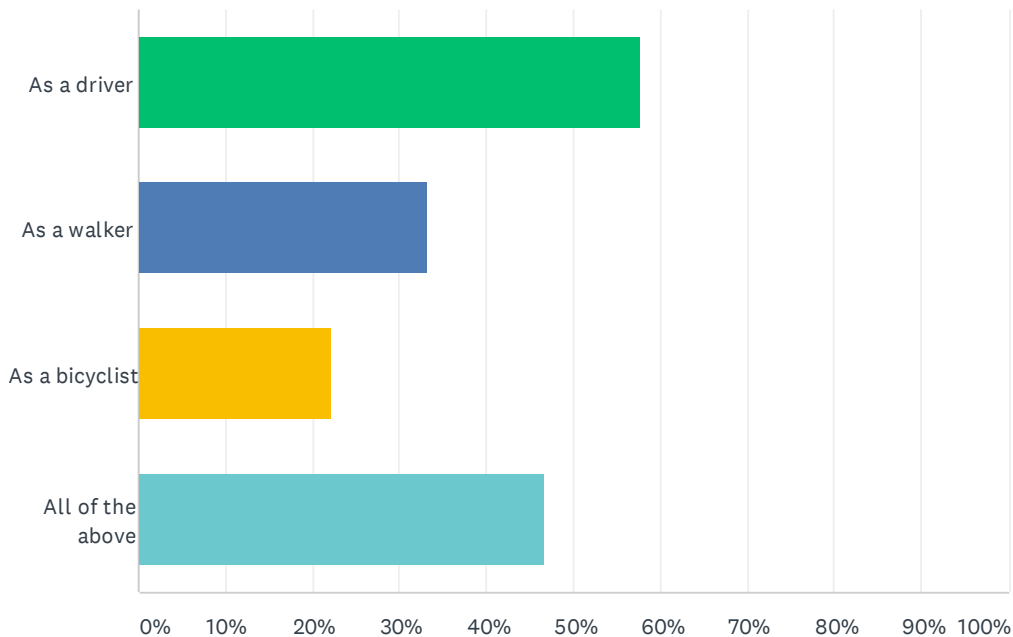
#	RESPONSES	DATE
1	McMaster Street	7/7/2021 10:12 PM
2	Nearby street.	7/7/2021 7:39 AM
3	Ballston Ave.	7/6/2021 9:35 PM
4	McMaster St	7/6/2021 8:26 PM
5	village residential	7/6/2021 6:26 PM
6	198 Malta Ave.	7/6/2021 1:32 PM
7	North End	7/6/2021 9:00 AM
8	Near corner of Pleasant and Eastern.	7/6/2021 7:50 AM
9	In the village	7/5/2021 11:17 AM
10	Kaleen Drive	7/2/2021 1:00 PM
11	South end of Village	7/2/2021 12:47 PM
12	Kaleen Dr...right around the corner from this project.	7/2/2021 12:12 PM
13	Rowland street, just north of the village.	7/2/2021 8:58 AM
14	Hyde Blvd.	7/1/2021 10:56 PM
15	132 BATH STREET	7/1/2021 7:23 PM
16	Hyde Blvd	7/1/2021 4:43 PM
17	Hyde Blvd	7/1/2021 11:50 AM
18	Division St.	7/1/2021 10:55 AM
19	26 Hyde Blvd.	7/1/2021 10:02 AM
20	I live on Hyde Blvd, but not in the demonstration area.	7/1/2021 9:57 AM
21	End of Hyde Blvd	6/30/2021 5:44 PM
22	Eastern Ave	6/30/2021 11:58 AM
23	Fairground Ave	6/29/2021 6:51 PM
24	Near the axe factory	6/29/2021 5:23 PM
25	Dublin Drive	6/29/2021 7:42 AM
26	Church Ave, Ballston Spa	6/28/2021 10:34 PM
27	W High St	6/28/2021 7:49 PM
28	62 Hyde Blvd	6/28/2021 7:40 PM
29	Chapman Street	6/28/2021 7:34 PM
30	Heritage Place	6/28/2021 7:25 PM

Village of Ballston Spa Pedestrian and Bicycle Master Plan Hyde Boulevard Demonstration Project  
Survey

31	The neighborhood of Hyde, Chapman, Heritage, Columbia.	6/28/2021 6:44 PM
32	Southern end of Village.	6/28/2021 5:12 PM
33	North end of Village - Rowland St.	6/28/2021 4:38 PM
34	Church Ave, south end of village	6/28/2021 4:34 PM
35	Northern end of village	6/28/2021 4:19 PM
36	Hyde Blvd	6/28/2021 4:19 PM
37	McMaster Street and Church Ave	6/28/2021 4:05 PM
38	Center of the Village	6/28/2021 4:02 PM
39	Village	6/28/2021 3:51 PM
40	Fairground Ave, Ballston spa	6/17/2021 10:45 PM
41	Town of Charlton	6/17/2021 8:27 PM
42	30 Prospect St 12020	6/17/2021 3:24 PM
43	Malta Ave	6/17/2021 2:59 PM
44	East Grove st	6/17/2021 7:50 AM

### Q3 Please tell us how you use Hyde Boulevard (check all that apply):

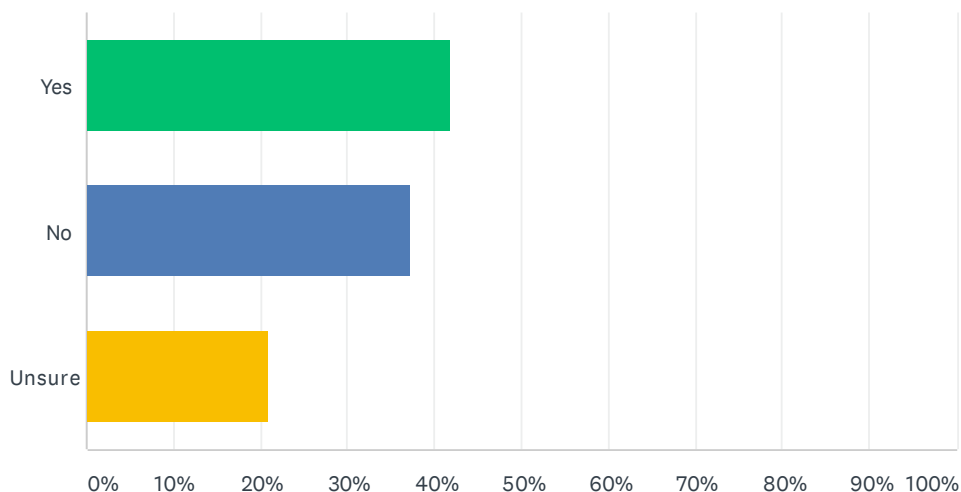
Answered: 45 Skipped: 0



ANSWER CHOICES	RESPONSES	
As a driver	57.78%	26
As a walker	33.33%	15
As a bicyclist	22.22%	10
All of the above	46.67%	21
Total Respondents: 45		

## Q4 Would you like the Village of Ballston Spa to consider installing a demonstration project on your block in the future? (Please be sure to enter your location below.)

Answered: 43 Skipped: 2



ANSWER CHOICES	RESPONSES
Yes	41.86% 18
No	37.21% 16
Unsure	20.93% 9
<b>TOTAL</b>	<b>43</b>

#	PLEASE LET US KNOW YOUR STREET ADDRESS.	DATE
1	59 McMaster Street	7/7/2021 10:12 PM
2	An even narrower street in the Village.	7/7/2021 7:39 AM
3	Ballston Ave.	7/6/2021 9:35 PM
4	59 McMaster St	7/6/2021 8:26 PM
5	198 Malta Ave. if it can be safely done or is a feasible project. Much narrower than Hyde and cars travel at a higher speed though they really shouldn't be	7/6/2021 1:32 PM
6	Kaleen Drive	7/2/2021 1:00 PM
7	Kaleen Dr	7/2/2021 12:12 PM
8	Only if it ran to Geyser to pick up the path there...but I'd LOVE sidewalks.	7/2/2021 8:58 AM
9	132 BATH STREET	7/1/2021 7:23 PM
10	26 Hyde Blvd	7/1/2021 4:43 PM
11	26 Hyde Blvd	7/1/2021 10:02 AM
12	Eastern Ave	6/30/2021 11:58 AM
13	No because people would get killed in an instant by a 16 wheeler accelerating up the hill past my house....	6/28/2021 10:34 PM

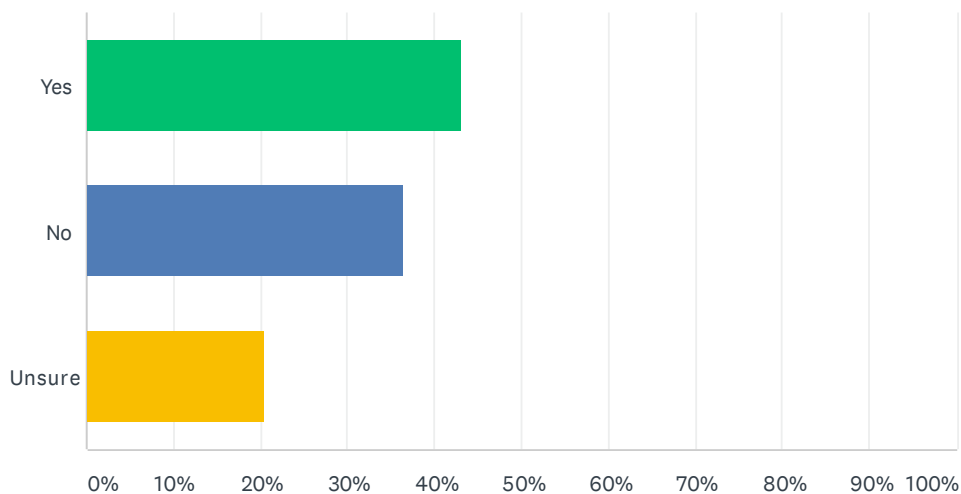


Village of Ballston Spa Pedestrian and Bicycle Master Plan Hyde Boulevard Demonstration Project  
Survey

14	153 W High	6/28/2021 7:49 PM
15	N/A	6/28/2021 6:44 PM
16	29 Rowland	6/28/2021 4:38 PM
17	105 church ave	6/28/2021 4:34 PM
18	Hyde Blvd between Malta Ave and Columbia Street	6/28/2021 4:19 PM
19	48 Church Ave	6/28/2021 4:05 PM
20	Village	6/28/2021 3:51 PM
21	Fairground Ave, Ballston Spa	6/17/2021 10:45 PM
22	220 Sweetman Rd	6/17/2021 8:27 PM
23	261 Malta Ave	6/17/2021 2:59 PM
24	We are a dead end street	6/17/2021 7:50 AM

## Q5 Would you like the Village of Ballston Spa to consider installing a permanent pedestrian and bicycle facility on your block? (Please be sure to enter your location below.)

Answered: 44 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	43.18%	19
No	36.36%	16
Unsure	20.45%	9
<b>TOTAL</b>		<b>44</b>

#	PLEASE LET US KNOW YOUR STREET ADDRESS.	DATE
1	59 McMaster Street	7/7/2021 10:12 PM
2	Ballston Ave.	7/6/2021 9:35 PM
3	McMaster St	7/6/2021 8:26 PM
4	If a study indicates it would be a benefit.	7/6/2021 6:26 PM
5	198 Malta Ave. Would love to have a sidewalk connecting Hyde to downtown via Malta and crosswalks to Hyde and Ralph. It's a real hazard as this is a heavily traveled area, especially by kids, on a busy road with cars going above speed limits and ignoring stop signs.	7/6/2021 1:32 PM
6	Kaleen Drive	7/2/2021 1:00 PM
7	We're not in the village... :(	7/2/2021 8:58 AM
8	26 Hyde	7/1/2021 4:43 PM
9	89 Hyde	7/1/2021 11:50 AM
10	Please repair and extend the sidewalks on South, West-North Streets.	7/1/2021 10:55 AM
11	26 Hyde Blvd	7/1/2021 10:02 AM
12	Hyde Blvd.	7/1/2021 9:57 AM
13	Eastern Ave	6/30/2021 11:58 AM

Village of Ballston Spa Pedestrian and Bicycle Master Plan Hyde Boulevard Demonstration Project Survey

14	Same reason. It's not plausible on most Ballston Spa main streets	6/28/2021 10:34 PM
15	Not if the engineering standards call for taking up that much of the road.	6/28/2021 6:44 PM
16	29 Rowland	6/28/2021 4:38 PM
17	Hyde Blvd and Malta Ave corner	6/28/2021 4:19 PM
18	48 Church Ave	6/28/2021 4:05 PM
19	Village	6/28/2021 3:51 PM
20	5023 Fairground Ave	6/17/2021 10:45 PM
21	30 Prospect St At least a sidewalk/ stairs going up to the Tedesco trail. Ideally all the way to the fairgrounds.	6/17/2021 3:24 PM
22	261 Malta Ave	6/17/2021 2:59 PM

## Q6 Where else would you like the Village of Ballston Spa to consider installing a permanent pedestrian and bicycle installation? (Please be sure to enter the location below.)

Answered: 32 Skipped: 13

#	RESPONSES	DATE
1	From East High Street to the intersection of Grove Street and Pine Street, situated along the southwestern side of the rail spur.	7/7/2021 10:12 PM
2	Nowhere based on this demonstration.	7/7/2021 7:39 AM
3	Would be interesting to assess if Front Street could be pedestrian only.	7/6/2021 9:35 PM
4	There needs to be a connection to Stewarts on the south end of Route 50 and then to the Hannaford. Not sure if this is in the Village but maybe the Village and Town of Ballston can work together to do this. It would allow residents to access the grocery store and convenience store. Also, Thomas Ave needs some improvements to bicycle and pedestrian safety. More crosswalks on Route 50 and 67 in the village.	7/6/2021 8:26 PM
5	East High St. may be a more feasible location to connect the Zim Smith to Downtown rather than going down Hyde and Malta. None of that matter too much either if bicycles can't safely travel on Rt. 50.	7/6/2021 1:32 PM
6	Only other street wide enough in the village for the same type of project would be McMaster St.	7/6/2021 9:00 AM
7	The intersection of Hyde and East High is so treacherous and a significant barrier to our family getting over to the bike path entrance on Oak. There are also many areas in Ballston Spa where there are no sidewalks which I would love to see addressed so that the area was more walkable.	7/6/2021 7:50 AM
8	The village doesn't have the space for this kind of project. We're putting the focus on the wrong priorities. Let's fix out streets, sidewalks, infrastructure, and municipality buildings- then work on things like bike paths.	7/5/2021 11:17 AM
9	We need sidewalks linking our street to the main sidewalks in the village.	7/2/2021 1:00 PM
10	No place	7/2/2021 12:47 PM
11	If you do, put it closer to the grass. This one is too much into the road.	7/2/2021 12:12 PM
12	South-West-North Streets; Division to Greenfield Saratoga Ave; from and to 50 West High Street & Ballston Ave.to High School	7/1/2021 7:23 PM
13	Route from Zim Smith to Front Street, On road route to Spa park (Oak St-Hyde Blvd- Ralph-Saratoga Ave-Rt 50)	7/1/2021 11:50 AM
14	Please repair and extend the sidewalks on South, West-North Streets.	7/1/2021 10:55 AM
15	On east high	7/1/2021 10:02 AM
16	Between the Zim Smith trail and Hyde Blvd. along Malta Ave going into the village, along East High street between Zim Smith trail and the village	7/1/2021 9:57 AM
17	Route 50, Front St	6/30/2021 11:58 AM
18	Down town, front street, Milton ave	6/29/2021 6:51 PM
19	Nowhere	6/29/2021 7:42 AM
20	The stretch of East High St. between Eastern and the bike trail is in need of a safe bike lane. Also, the length of road leading to the Stewart's on the south end of the village needs a safe place to cross rte 50, at the very least. Between High Street and Stewart's, there are many	6/28/2021 8:19 PM

## Village of Ballston Spa Pedestrian and Bicycle Master Plan Hyde Boulevard Demonstration Project Survey

pedestrians as well as school-walkers (and residents of Doubleday Woods) needing a crosswalk! I've heard talk of a sidewalk being added to Thomas St, as well. This of us with kids walking to the MS/HS complex would appreciate this or a bike lane 😊

21	it would be great to have a safer walk/bike access to Kelly Park instead of the super dangerous crossing at the top of the hill coming from Malta Avenue. We find ourselves not biking that way sometimes as the traffic is heavy and we have a small child with us.	6/28/2021 7:34 PM
22	No where, how about people learn the rules of the road before bicycling on them!! Ride with traffic not against it, etc.	6/28/2021 5:12 PM
23	it would be great if we could get a connector down Malta Ave to Northline and then somehow into Spa State Park (from Hyde/Zim Smith). A bike lane on route 50 would be great, but it might be too congested to do anything there.	6/28/2021 4:38 PM
24	At this time nowhere. There are so many other issues in the village that should be taken care of first.	6/28/2021 4:19 PM
25	East High Street from Hyde Blvd to Rt. 50 or further	6/28/2021 4:19 PM
26	Route 50 from the new Stewart's through town up to Jim's Service Center, McMaster Street where all the govt buildings are	6/28/2021 4:05 PM
27	I'm not sure the village streets can handle this to be honest. Many of the streets are too narrow to begin with and can't handle the traffic they have. I would focus on improving the streets & sidewalks we currently have, or possibly adding sidewalks in some locations if the road size warranted it.	6/28/2021 4:02 PM
28	From route 50 to globalfoundations	6/17/2021 10:45 PM
29	Rt 67	6/17/2021 8:27 PM
30	For bicycling - Ideally connect the Zim Smith all the way to Spa State Park - but via dedicated path along the railroad - not transfer to village streets and route 50. Additionally and immediately - the entire length of route 50 within Village Limits. It is quite dangerous as is, especially between Saratoga Ave (JJ's Snack bar) and the northern village limit (Key Bank). Additionally, bikes not allowed on sidewalks so the downtown area of route 50 - especially between Hamilton St and the southern village limit (Hannaford). Route 67 from Route 50 to the county DSS building needs pedestrian and bicycle infrastructure as the 451 no longer travels there. Even if bus service is reestablished, many people walk from the 450 stop at Route 50/67. Route 50/ Prospect St to the county public safety building could use pedestrian/bicycle infrastructure. Greenfield Ave could use wide shoulders or bicycle lane.	6/17/2021 3:24 PM
31	Front St	6/17/2021 2:59 PM
32	Everywhere. The sidewalks are a mess and a hazard. We walk 5 miles a day throughout the village and always walk on the road and drivers are rude and impatient	6/17/2021 7:50 AM

### Q7 If you would like to leave your name, address, and/or contact information, please provide it below:

Answered: 22 Skipped: 23

#	RESPONSES	DATE
1	Personal information was removed for posting.	
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		

# G

## Public Open House and Public Meeting Summaries

# Village of Ballston Spa Pedestrian & Bicycle Master Plan

## Public Open House #1

June 30, 2021 @ 6:00 PM

---

Attendees: Jacob Beeman (CDTC), Trustee Liz Kormos (Study Advisory Committee), Trustee Fitzpatrick (Study Advisory Committee), Bernadette VanDeinse (Study Advisory Committee), Ray Otten (Study Advisory Committee), Nathan Ward (Study Advisory Committee), Jim Polewczak, Susan Polewczak, Bob Cavanaugh, Vic Valaitis, Danielle Thomson, Jim Carter, Kate Voen Buren, Chris Jennings, Kristin Hoeg, John Cromie, Todd Sand, Michael Shea, Melissa Davis, Alanna Moran (VHB), Katherine Ember (Planning4Places), James Levy (Planning4Places)

---

- Presentation – Alanna Moran opened the meeting and discussed the meeting’s agenda. Trustee Kormos provided a history of Ballston Spa’s streetscape. Alanna Moran discussed additional details about the Purpose and Need of the Plan, the Study Area, and work done to date including a review of previous studies, an existing conditions assessment, and Study Advisory Committee meetings and Focus Group meetings. Kathy Ember discussed the public engagement efforts including online and press outreach, printed materials distributed at the library and on the bus and throughout the Village, and Focus Group Meetings. Kathy Ember reviewed sample images for bicycle and pedestrian improvements (including sidewalk replacements and a variety of bicycle infrastructure from conventional bike lanes to protected bike lanes, and shared lane markings also known as sharrows) and provided an overview of the Hyde Boulevard Demonstration Project. Alanna Moran provided an overview of next steps which includes preparing the Draft Plan, and the next Workshop is anticipated to be held in the Fall, with the Final Plan being completed later in the Fall. The rest of the meeting was an open house format where participants could comment on the Boards and speak with members of the Consultant Team and Study Advisory Committee. The following summarizes the written comments received:
- Open House Comments written on the Boards:
  - Connections to/from social services building
  - Connections to/from Fairgrounds
  - Speeding on Prospect – especially uphill
  - Reduce traffic on Route 50
  - Clayton has some off-peak delivery. Zoning that could be looked at.
  - Consider impacts of e-bikes
  - A lot of peds that come from outside the area – want to promote that and attract that through improved ped infrastructure
  - Bike routes avoid 50/67, Bath is an alternative, consider topography
  - Cemetery is a destination for walkers – attracts pedestrians
  - Minerly Road - “abandoned road” potential to connect back to Spa Park
  - Hyde Boulevard – truck problem, GPS problem
  - High speeds conflict with peds and cyclists on Hyde





- North end forgotten, Do not see this working to get to Downtown, roads too narrow, can't remove parking, don't like bump-outs (plowing issue)
  - Turn lane NB near Aldi's (visibility) as a cyclist
  - What is the specific truck route in the area?
  - Bypass around the Village?
  - Sidewalk gap to Kelley Park
  - Front Street – would be nice to make this one way
  - Need crosswalk to park (soccer fields)
  - Hyde Concept with a median – Middle median would slow down traffic but no room for bikes
  - E. High – side street to Grove to Milton Avenue bike route idea
  - Soccer fields – road in the park cut through past the playground as a bike route possibility
  - Pedestrian flashing lights need Ford & Milton
  - Sidepath along the soccer fields on Hyde? Adding parking around the soccer fields might add space for bikes (and less parking may be needed on Hyde)
  - Take advantage of the County connection of Zim Smith to connect into the Village
  - On-street on low-volume roads?
  - Parking on-street near school is challenging
  - Bus activity near school makes (Grove) can limit options
  - Signage to get from the trail to downtown businesses
  - Ford/Route 50 crossing – visibility of pedestrians in a higher parking area, beacons for crossing, same situation at the Dunkin at the north end of the Village (beacon?)
- Comments on Comment Cards/Written Responses
    - Have signs on Rt 67 and Rt 50 for the rail trail – I have contacted the Town and Sen. Tedisco with no results. A sign for Kelley Park on Route 50 would be great. I could have brought my grandchildren here to enjoy the park.
    - North side of Malta Ave from the hill to Kelley Park into town seems to not be used much for parking and could be a helpful area for a bike lane.
    - Suggestion – consider policy/zoning requirements/changes to “calm”/regulate big truck traffic/delivery where possible.
    - Would color on the bike paths & crosswalks make Hyde Blvd a better path? Too many cars, too fast, but wide enough to come up with a workable plan. Maybe one wide path for both directions, and a solid yellow line for the 2 lanes of cars? Also, a lower speed limit with flashing lights?
    - About the Zim Smith going through the village and how it could have two routes one direct and the other through the business section. It is obvious the trail could go down Hyde to Ralph to the village swimming pool and along the Kayaderoseras' north bank. However, after looking at a couple deeds, it doesn't seem there are fishermen's right of egress along that bank as there are upstream. But it will be worthwhile to check with EnCon, if you haven't. The draw for the alternate route will be bathrooms. I don't think there are any public restrooms along the trail. The village needs public restrooms to grow its downtown. There is space for a structure along the former railroad bed near

Milton Ave. The trail could continue north behind the buildings along Milton Ave (where the power lines are back-lotted) to the bridge on 50 over the Gordon or (or a foot bridge from the parking lot to an unnamed alley) to VanBuren and Mechanic to Kent and the swimming pool.



# Village of Ballston Spa Pedestrian & Bicycle Master Plan

## Virtual Public Meeting

November 18, 2021 @ 7:00 PM

---

Attendees: Jacob Beeman (CDTC), Trustee Liz Kormos (Study Advisory Committee), Mayor Fitzpatrick (Study Advisory Committee), Trustee Raymond (Study Advisory Committee), Trustee Ben Baskin (Village of Ballston Spa), Bernadette VanDeinse (Study Advisory Committee), Ray Otten (Study Advisory Committee), Nathan Ward (Study Advisory Committee), John Balet (Study Advisory Committee), Kate Van Buren, Megan Fleury, Ann Roche, Bob Bush, Jr., Brian Smith, Micah Gabelman, Carey Shoen, Dan, Erin, Forman Phillips, Frank Blaisdell, Dick Duffy, Harold Wessell, The Townley's, Alanna Moran (VHB), Katherine Ember (Planning4Places), James Levy (Planning4Places). *Please note there were some phone numbers and other attendees that attended but did not sign-in with their names (35 participants on the Zoom).*

---

- Welcome – Kathy Ember opened the meeting and reviewed meeting ground rules, how to participate in the meeting, and the agenda for the meeting. Trustee Kormos welcomed everyone and thanked the Study Advisory Committee, the Capital District Transportation Committee (CDTC), and the Consultant Team. Trustee Kormos noted that the Infrastructure Investment and Jobs Act passed by Congress has significant investments in transportation infrastructure. She noted that with the Pedestrian & Bicycle Master Plan and with subsequent grant funds, Ballston Spa will be safe, accessible, walkable and bikeable community for all ages and abilities. Jacob Beeman also welcomed everyone, explained the role of CDTC as the designated Metropolitan Planning Organization (MPO) for the Capital District, and how the Village of Ballston Spa project was funded through CDTC's Linkage Program. Jacob noted that the Committee has been working with the public to discuss issues and opportunities and undertook a bicycle demonstration project to gather input on a potential improvement option. He thanked the Study Advisory Committee for all the data collection they have done during the course of the study and the Consultant Team.
- Presentation – Alanna Moran opened the presentation and explained that the purpose of the plan is to enhance the Village's Central Business District, surrounding area, and the NY Route 50 corridor by promoting economic development, improving safety, and creating a connected and integrated multi-modal transportation network for users of all ages and abilities. The Plan will be used to leverage funding for specific projects. Alanna discussed key issues including previous studies which have informed the study; the need to evaluate trade-offs related to parking and providing space for bicyclists and how the community wants to use its public space; design standards and guidelines; retrofit situations; and prioritization of available opportunities. Alanna reviewed the Plan recommendations which include area-wide pedestrian and bicycle treatments, location specific pedestrian connectivity projects, projects related to connectivity to the Zim Smith Trail, and projects related to intersection and access concerns. Implementation recommendations and funding opportunities were also presented.
  - Area-wide Pedestrian and Bicycle Treatments include sidewalks, paved shoulders, marked crosswalks, high-visibility crosswalks, raised crosswalks, curb extensions (bump-outs),



rectangular rapid flashing beacons (RRFBs), marked shared lanes (sharrows), bicycle lanes, and shared-use path (sidepath).

- Pedestrian connectivity projects include completing an ADA transition plan in the study area and the entire Village. This will identify the priority locations for repair and construction, use the sidewalk inventory to identify sidewalk gaps (the work that the volunteers on this project did will provide a solid foundation for this study), and identify how gaps in the sidewalk network should be filled in (by the property owner of individual parcels or by the Village). Other pedestrian connectivity projects include:
  - Constructing a sidewalk on the north side of East High Street from Hyde Boulevard to Eastern Avenue which completes the pedestrian network between the soccer fields, the playground and park to downtown.
  - Completing the sidewalk network on one side of West High Street from Charlton Street to the Saratoga County Office Building which is important for Village residents with limited mobility choices to access nearby services. This will require coordination with the NYSDOT and adjacent landowners.
  - Complete the sidewalk on the north side of Malta Avenue from East Grove Street to Ralph Street which completes the pedestrian connection between Hyde Boulevard and Ralph Street.
  - Coordinate with NYSDOT and the Town of Ballston to identify the preferred location for a pedestrian crossing on NY Route 50 near the southern Village line. This crossing will serve residents travelling to and from destinations in the Town of Ballston outside the Village.
- Connectivity to the Zim Smith Trail
  - Re-stripe East High Street from Oak Street to Hyde Boulevard with 10-foot travel lanes and 5-foot bike lanes or wider travel lanes with sharrow symbols.
  - Provide wayfinding signage directing Zim Smith Trail users to Hyde Boulevard to reach downtown.
  - Install a high visibility crosswalk on the east leg of East High Street at Hyde Boulevard with approach signage.
  - Widen Hyde Boulevard between East High Street and Grove Street to provide sidewalks, bike lanes, and separate the travel lanes with centerline striping. Other options include removing on-street parking on one or both sides of the roadway, removing the maintenance strip, or using a different type of bicycle treatment like a two-way bicycle path or a single side path to serve bicyclists on one side of the roadway.
  - Construct a parking lot on the south end of the soccer fields to replace any lost parking.

- Provide wayfinding signage, sharrows, and Share the Road signs on Grove Street between Hyde Boulevard and Pine Street directing bicyclists to downtown and the Malta Avenue parking lot.
  - Complete the sidewalk network on Grove Street.
  - Provide wayfinding signage between Grove Street and the Malta Avenue parking lot and install sharrow markings with Share the Road signs.
  - Construct an asphalt path with pedestrian level lighting to separate pedestrians from vehicle and bicycle traffic between Grove Street and the Malta Avenue parking lot.
  - Provide sharrow marking and Share the Road signs on Hyde Boulevard north of Grove Street. Provide centerline striping.
- Intersection and Access Concerns
  - Complete the sidewalk on the southeast side of Malta Avenue to Hyde Boulevard.
  - Install a high visibility crosswalk on the west leg of Malta Avenue at Ralph Street with flashing beacons and approach signage.
  - Install high visibility crosswalks on all intersection approaches to the Malta Avenue/Hyde Boulevard intersection with approach signage.
  - Complete a study to determine the benefits and trade-offs associated with implementation of an exclusive northbound phase at the NY Route 50/Front Street intersection.
  - Complete a study to determine the preferred pedestrian and vehicle circulation on Front Street and in the Central Business District. Alanna noted this is related to the outdoor dining effort undertaken during the pandemic and opportunities for evaluating how this space should be used going forward.
  - Complete a sight distance evaluation at the Ballston Avenue/West High Street intersection to confirm the sight lines to address safety concerns for drivers turning left from Ballston Avenue to West High Street.
- Alanna reviewed the projects timeframe (short-term from 1-2 years, medium-term from 3-5 years, long-term 6+ years) and planning-level costs for the projects.
- Implementation and funding opportunities were noted:
  - Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG)
  - FHWA & NYSDOT Highway Safety Improvement Program (HSIP)
  - USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- NYSDOT Transportation Alternatives Program (TAP) and Congestion Mitigation & Air Quality Improvement Program (CMAQ)
  - Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP)
  - Capital District Transportation Committee (CDTC) Community Planning Technical Assistance Program
  - New York State Consolidated Local Street and Highway Improvement Programs (CHIPS)
  - New York State Office of Parks, Recreation, and Historic Preservation Recreational Trails Program
  - New York State Consolidated Funding Application (CFA - single portal for multiple sources)
  - New York State Clean Energy Communities
  - New York State Homes and Community Renewal Main Street Programs
  - New York State Community Development Block Grant (CDBG)
  - Saratoga County Industrial Development Agency
  - Private developers
  - Foundation grants
- A series of interactive polls were used throughout the presentation. Results from the polls follow below in order of priority based upon input at the meeting.
    - Poll #1 – Please tell us about yourself. Please select all that apply.
      - Resident (78%)
      - Non-resident (17%)
      - Village Committee Member (17%)
      - Government representative/agency (17%)
      - Non-profit representative (9%)
      - Business owner (9%)
    - Poll #2 – How do you get around the Village (Walking, Biking, By Car, All of the above)? Please select all that apply.
      - All of the above (68%)
      - By car (36%)
      - Walking (28%)

- Biking (8%)
- Poll #3 – How many minutes do you walk in the Village on average per day?
  - 30+ Minutes (32%)
  - 20-30 Minutes (24%)
  - Rarely Walk (24%)
  - 5-10 Minutes (8%)
  - 10-15 Minutes (8%)
  - 15-20 Minutes (4%)
- Poll #4 – Do you walk for (Primary form of transportation, exercise, recreation, all of the above)?
  - Exercise (35%)
  - All of the above (30%)
  - Primary form of transportation (17%)
  - Recreation (17%)
- Poll #5 – Which is a higher priority for you?
  - Improve sidewalks (38%)
  - Improve intersection safety (29%)
  - Traffic calming (25%)
  - Add bicycle infrastructure (8%)
- Poll #6 – What connections are most important?
  - Connections to downtown (41%)
  - Connections to schools (30%)
  - Connections to the Zim Smith Trail (11%)
  - Connections to stores (11%)
  - Connections to parks (4%)
  - Other (4%)
- Poll #7A – What are your top three priority projects for pedestrian connectivity? Please select your top 3.
  - Project 4. 4. Sidewalk on north side of Malta Ave from E Grove St to Ralph St from E High St to Hyde Blvd (68%)

- Project 2. Sidewalk on E High St from Hyde Blvd to Eastern Ave (60%)
  - Project 5. Identify a preferred crossing location at the southern end of the Village across Rt 50 (60%)
  - Project 1. Americans with Disabilities Act (ADA) Transition Plan (36%)
  - Project 3. Sidewalk on one side of W High St from Charlton St to Saratoga Co Office Building (36%)
- Poll #7B – What are your top three priority projects for connectivity to the Zim Smith Trail? Please select your top 3.
  - Project 7. Install high visibility crosswalk at E High St/Hyde Blvd (68%)
  - Project 6. Re-stripe E High St from Oak St to Hyde Blvd (55%)
  - Project 11. Sharrows and Share the Road signage on Hyde Blvd from Grove St to Malta Ave with centerline striping (45%)
  - Project 10. Wayfinding signage between Grove St and Malta Ave parking lot with an asphalt pedestrian path with lighting (41%)
  - Project 9. Wayfinding signage, sharrows, and Share the Road signs on Grove St from Hyde Blvd to Pine St (32%)
  - Project 8. Widen Hyde Blvd to provide sidewalks and bike lanes from E High St to Grove St (23%)
- Poll #7C – What are your top three priority projects for intersection and access concerns? Please select your top 3.
  - Project 12. Sidewalk on southeast side of Malta Ave to Hyde Blvd with high visibility crosswalk at Ralph St with flashing beacons (71%)
  - Project 13. High visibility crosswalks at the Malta Ave/Hyde Blvd intersection (71%)
  - Project 16. Study preferred pedestrian and vehicle circulation on Front Street and in Central Business District (58%)
  - Project 15. Sight distance evaluation at Ballston Ave/W High St (50%)
  - Project 14. Study an exclusive northbound phase at Rt 50/Front St (21%)
- Question and Answer Session:
  - Please explain why you would not just install sharrow markings and signage for the entire length from Oak St? Alanna Moran replied that sharrow markings could be installed elsewhere but they should be used in locations where bicycle traffic is anticipated. For example, instead of widening Hyde Boulevard, sharrows could be used instead.



- Can we make Front Street a pedestrian commons? Kathy Ember mentioned that this is one of the projects discussed in the presentation. Alanna Moran noted that the downtown area could be further studied to determine if this road would be used for vehicles or if it would be used for pedestrian space.
- Does the CDTC (or someone else) have a master schedule containing grant application timelines and milestones (so that we can apply to these in the correct timeframes)? Jacob Beeman noted there is not a master table that has all the grant resources out there, but CDTC does have a schedule of resources that CDTC coordinates. This might be something that can be done in the future. There is not one single source that lists all the opportunities. Alanna Moran noted that CDTC is a good first place to start and noted that grant sources change frequently. Trustee Kormos agreed that it would be helpful to have a schedule of upcoming grant opportunities. Kathy Ember also noted that CDTC, NYSDOT, and the Consolidated Funding Application are all resources that municipalities use but the funding cycles and requirements are subject to change.
- Was it taken into consideration that traffic counts on Hyde may been much lower when taken due to the pandemic? Alanna Moran noted that traffic volumes were collected in June along Hyde Boulevard. At that point, traffic volumes had primarily normalized by that point in the region. Even if the volumes were slightly down from the pandemic, it wouldn't have changed any of the conclusions in the Plan.
- Why was Kona Hills and Chester Wood Ct excluded from the Study? Why is more important to connect the Village to the Zim Smith Trail than Kona Hills? Has anyone done a survey to the people who use the Zim Smith Trail to find out if they are interested in coming into the Village? Regarding the Study Area, Trustee Kormos noted that the Study Area was selected due to budgetary restrictions. The goal for the Study Area was to link to the most frequent stops. Connection to the Zim Smith Trail was important because currently there is not a direct connection to the Village. Kathy Ember noted that the Zim Smith is one of the most popular trails in the trail system. A follow-up question was asked regarding who will maintain the trail. Trustee Kormos stated that the County maintains the trail system. The connections would be maintained by the municipality where the connection is located (Ballston or Ballston Spa). Alanna Moran noted that the connections would be on the road system (paint on the road) and reported about the Saratoga County feasibility study regarding the Zim Smith Trail which will create a connection from Oak Street to Spa Park. They do encourage spurs to nearby destinations as well (the County project will be an off-road system). The preferred location would cross at Oak Street.
- What level of this planning effort was coordinated with the Towns of Ballston and Milton? Kathy Ember noted they were part of the Study Advisory Committee. Trustee Kormos also added that the school was also a part of the Study Advisory Committee.
- Will there be further traffic studies on Hyde in the areas you are proposing the bike paths? Alanna Moran noted that additional studies would not be needed. Instead, there would be process to work with the public on selecting the preferred plan on Hyde (bicycle lanes, removing or retaining parking, sharrows, etc.). The next steps would be a design project to determine the actual infrastructure.

- One of your suggestions was a centerline stripe on Hyde Boulevard. Are you aware that it was striped at one time and the residents were so angry that the stripes were painted over? Alanna Moran did state that we were aware of that past history. However, center line striping is an important demarcation on a roadway of that width with bicycle lanes or a parking lane with a sharrow treatments. All of the markings would narrow the lanes and demark the space.
- I would encourage you to include a sidewalk at the Ballston Ave and West High Street intersection, or at least a study of the feasibility of a sidewalk/crosswalk as a priority - that area is crossed by a lot of pedestrians but currently it is through a private field. The comment was noted.
- What is the reason that bikes wouldn't be guided towards downtown directly over East High rather than weaving thru Hyde and Grove, etc.? Alanna Moran noted that they are lower volume and wider roadways that allows more space. On East High there would be more challenges with parking and conflicts. The choice of the location minimizes conflicts and allows bicyclists to park their bikes and continue as pedestrians.
- We currently have a problem with high speed vehicles on Hyde, do you feel this plan will help address speeding for full length of Hyde? Alanna Moran noted that by putting in all the projects and features, which will give drivers the cue to slow down. While there is the perception of high speeds on Hyde Boulevard the data showed 30-32 MPH on this road (30 is the posted speed limit). However, when walking there, it doesn't feel comfortable. Narrowing the lanes, will start to slow vehicles down.
- Do you think Hyde Boulevard striping will take away from the historic appearance, which is what our village is about? Alanna Moran we are not recommending center line striping everyone. It would be used in appropriate locations. This is similar to where you use crosswalk striping (it wouldn't be used at every intersection). It should be used in areas that make sense and provides emphasis.
- Regarding the traffic volumes, the study might not have accurately analyzed the speed as it didn't include the whole area, for example around Grove. People speed more in the middle of the street (and see people pass each other). There has been more traffic in the last six months. The comment was noted.
- If the community wanted to push for another traffic study on Hyde Boulevard, is that an option? Alanna Moran stated that putting down a tube to capture volume, speed, and classification of the vehicle is what would be needed to be done. It could be placed closer to the southern area to capture that area but that would be up to the Village to authorize but it is generally not too expensive to conduct.
- Is the BACC agreeable to utilizing their emergency use lane for the bike path? If yes, then where will their emergency use lane be located? Kathy Ember noted that is something that would have to be looked into regarding emergency access.

- Would reducing the speed limit and installing bump-outs would help with speeding and preventing truck traffic? Alanna Moran at Malta Avenue and Hyde would be helpful to install and narrow the turn, it may be a way to reduce the amount of truck traffic.
- Is it possible to also lower the speed limit on Hyde Boulevard in combination with the plan in place? Alanna Moran noted that speed limit reductions are difficult. Changing the context of the roadway itself, that can help with speeding such as adding street trees. Posting a lower speed doesn't change speeding by itself. Kathy Ember noted that there has been discussion state-wide about changing the legislation regarding lower speed limits. The context of narrowing the roadway will help slow traffic down.
- Alanna thanked everyone for their participation, and we will be taking into consideration the comments received and adjusting the Draft Plan and through the Study Advisory Committee. Please feel free to send an email to the project contacts. Our next step will be up to date the plan and release the Final Plan. This Plan will be a roadmap in the community to make the Village more accessible for all its residents. Kathy Ember noted that the project website will have the meeting notes and meeting recording. The Mayor thanked the Study Advisory Committee, the Trustees, CDTC, and the Consultant Team for all their efforts.