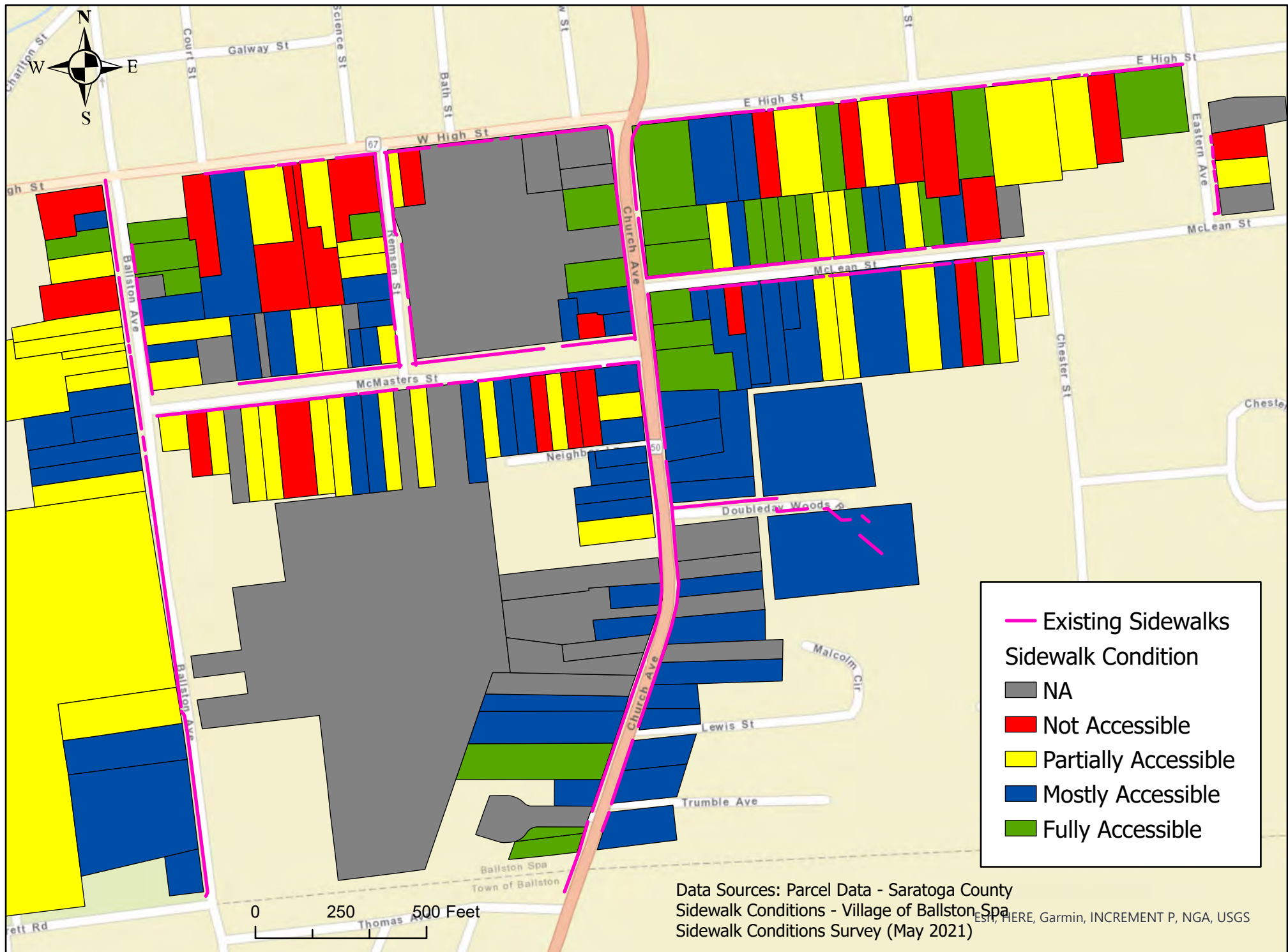
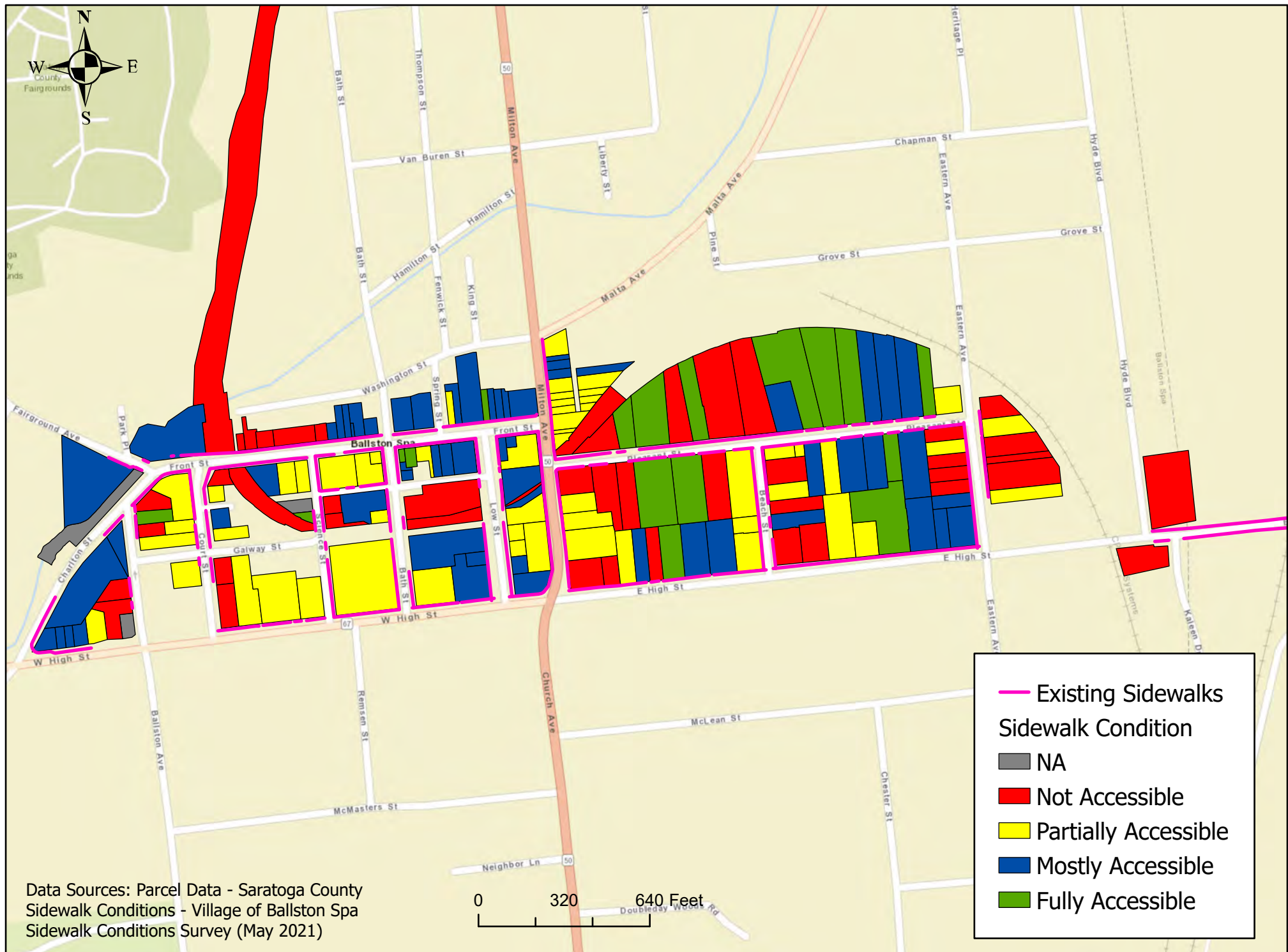


# A

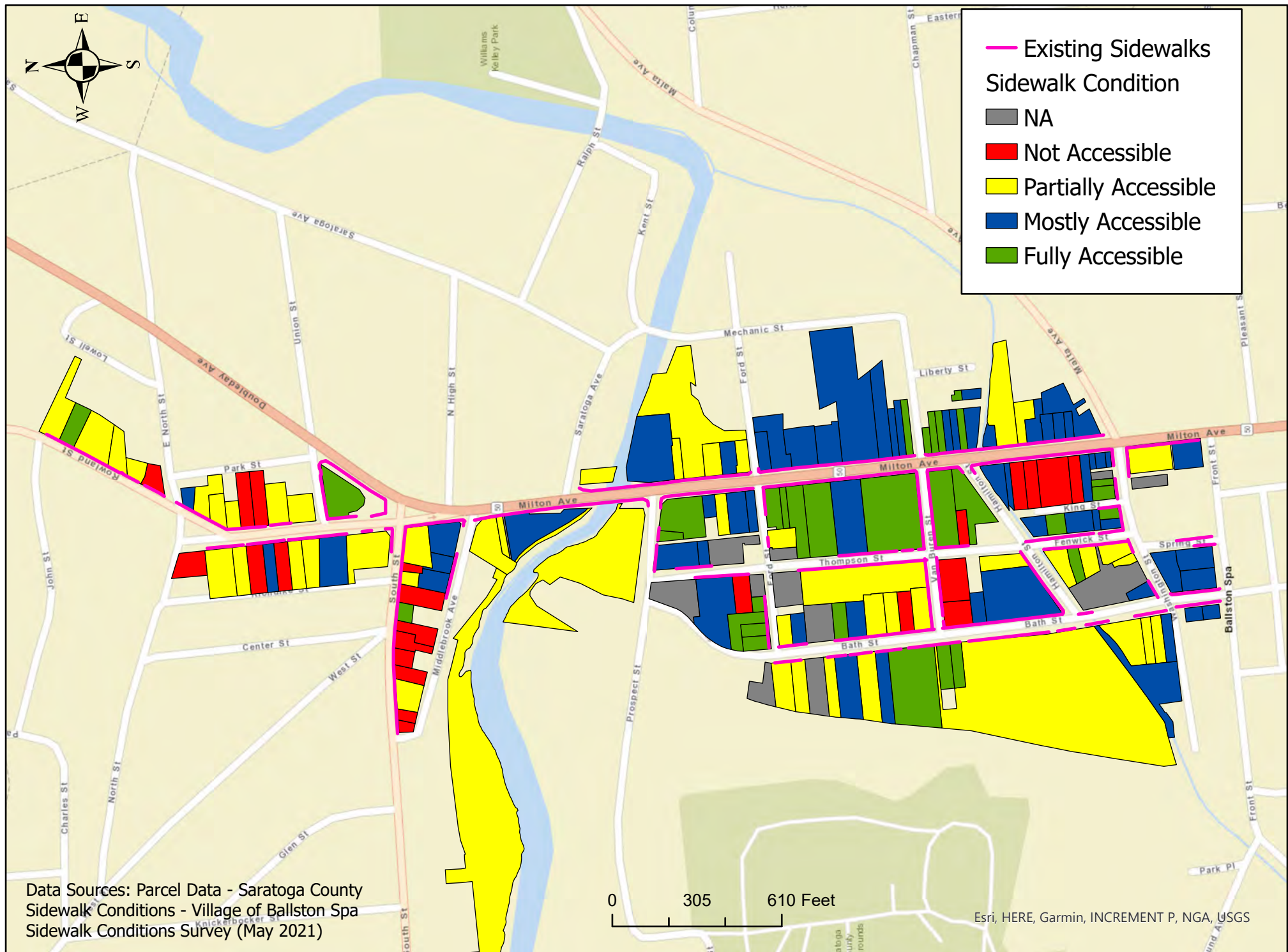
## Sidewalk Conditions Assessment



Village of Ballston Spa Sidewalk Inventory: Sector 1

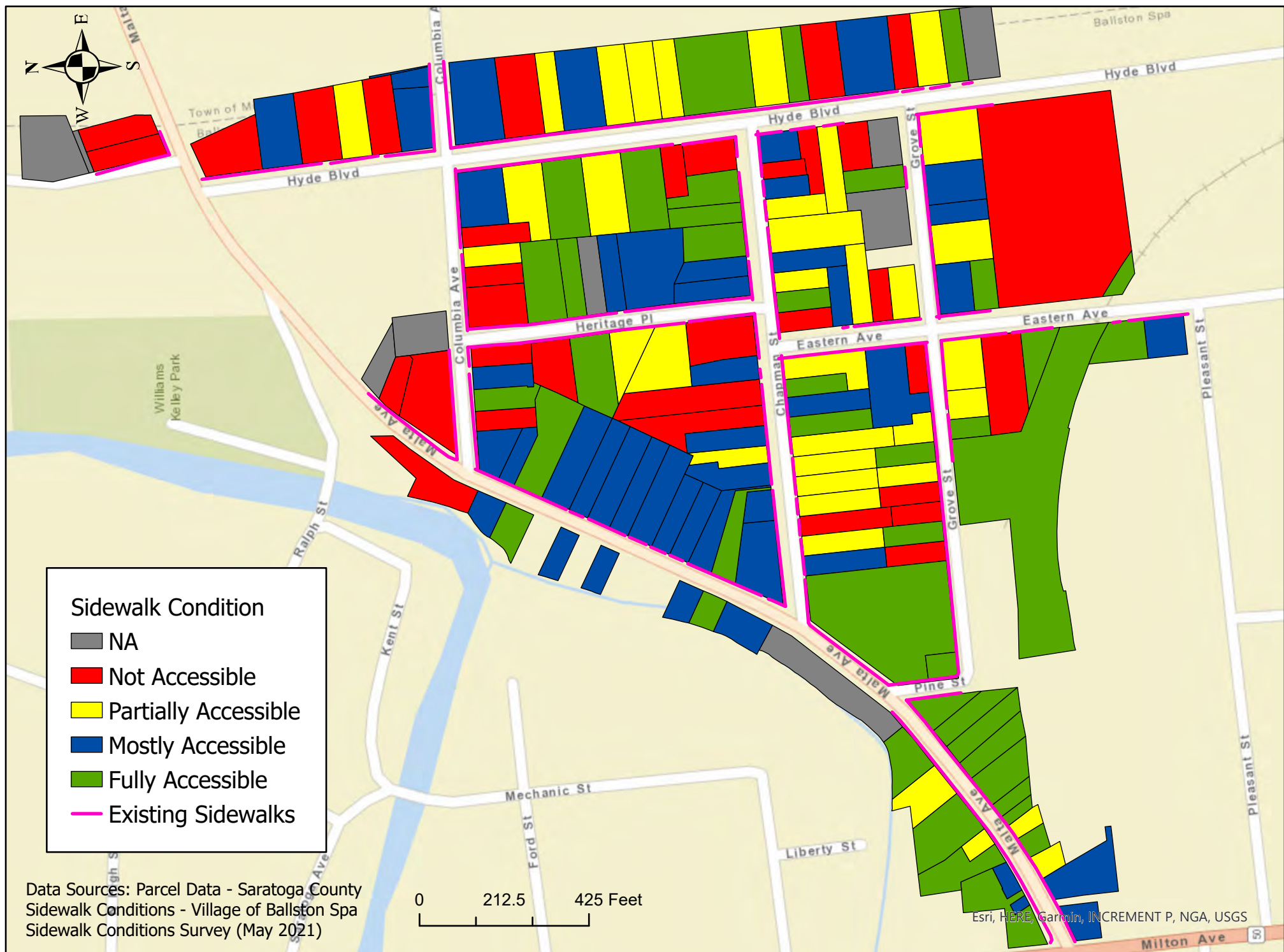


Village of Ballston Spa Sidewalk Inventory: Sector 2

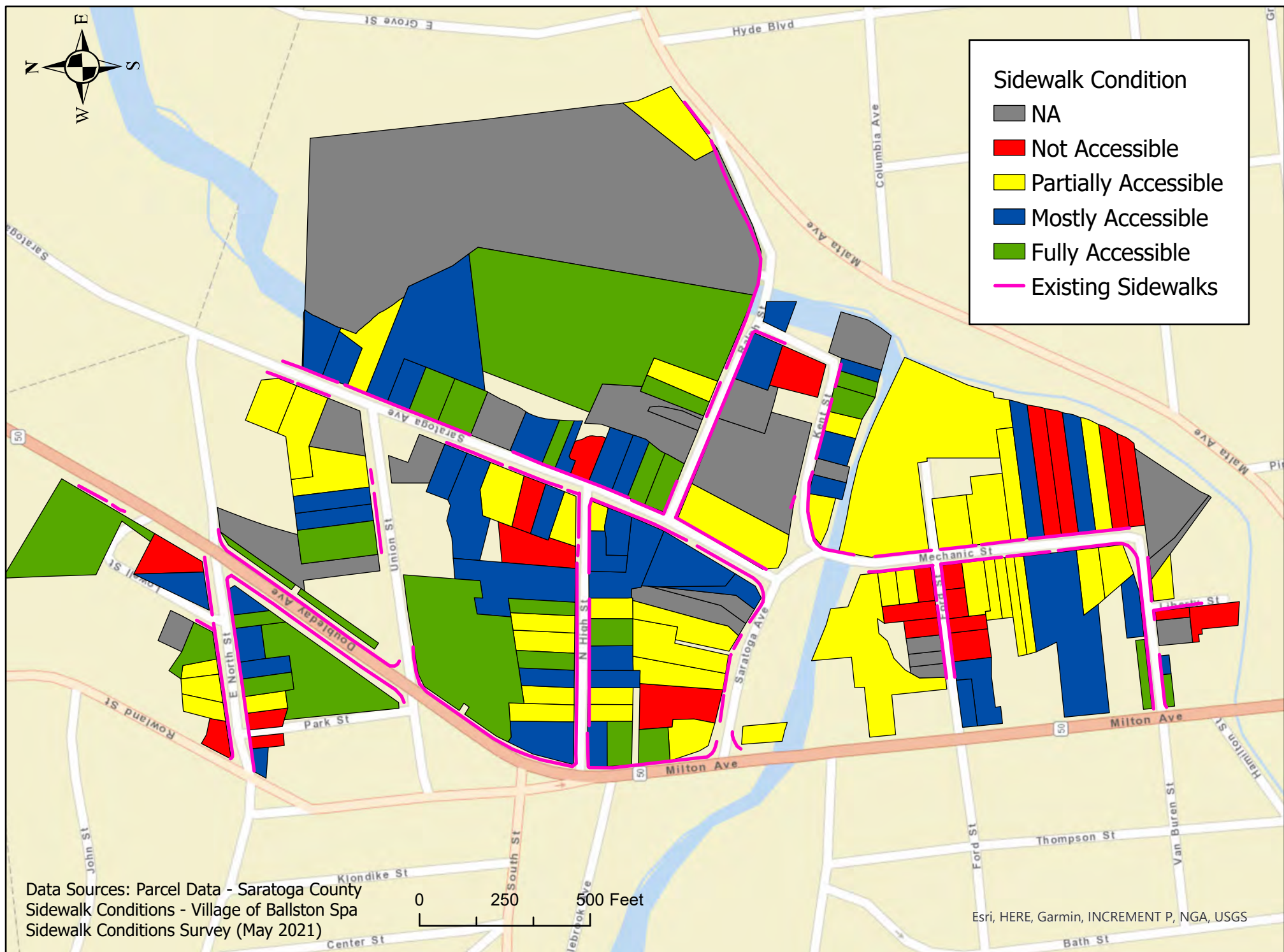


Village of Ballston Spa Sidewalk Inventory: Sector 3





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)	Illumination (-.5)	
Hyde Boulevard	E. High Street	North	2	30	Unsignalized	No	NA	No	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	Yes	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	Yes	No	3			x	2.5
		South	2	30		No	NA		No	3			x	2.5
		West	2	30		No	NA		No	2	x		x	2
	Columbia Ave	North	2	30	Unsignalized	No	NA	Yes	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	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
		Northwest	2	30	Unsignalized	No	NA	Yes	Yes	2			x	2
Front Street	Charlton Street/ Fairground Ave	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	Yes	No	3			x	2.5
		East	2	30		No	NA		No	3	x		x	2.5
		West	2	30		No	NA		No	3			x	2.5
	Science 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		Yes	2	x		x	2
	Bath Street	North	2	30	Signalized	No	NA	Yes	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	No	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	No	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	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	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
	Ballston Ave	North	2	30	Unsignalized	No	4129	Yes	No	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	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
	Science Street	North	2	30	Unsignalized	No	NA	Yes	No	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	No	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	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	Roadway		Initial	Adjustments			Final
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	Lighting	Ramps	PLTS	Markings (-.5)	Signage (-.5)	Illumination (-.5)	PLTS
	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	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				
Malta Ave	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	Roadway		Initial	Adjustments			Final
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	Lighting	Ramps	PLTS	Markings (-.5)	Signage (-.5)	Illumination (-.5)	PLTS
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
		West	2	30		No	NA		No	3			x	2.5
	Van Buren Street	North	2	30	Unsignalized	No	275	Yes	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
		North	2	30		No	4137		No	3			x	2.5
Rowland Street	Milton Ave	South	2	30	Unsignalized	No	4137	Yes	No	3			x	2.5
		East	2	30		No	3978		No	3			x	2.5
		West	2	30		No	4137		No	3			x	2.5
	North Street	North	2	30	Unsignalized	No	4137	Yes	No	3			x	2.5
		South	2	30		No	NA		No	3			x	2.5
		East	2	30		No	NA		No	3			x	2.5
	John Street	North	2	30	Unsignalized	No	4137	Yes	No	3			x	2.5
		South	2	30		No	4137		No	3			x	2.5
		West	2	30		No	NA		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
		West	2	30		No	NA		No	3			x	2.5
	Pleasant Street	North	2	30	Unsignalized	No	516	Yes	No	3			x	2.5
		South	2	30		No	516		No	3			x	2.5
		West	2	30		No	NA		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	Roadway		Initial	Adjustments			Final
Street	Cross Street	Approach	Number of Lanes	Speed Limit	Signalized	Median Refuge	AADT (VPD)	Lighting	Ramps	PLTS	Markings (-.5)	Signage (-.5)	Illumination (-.5)	PLTS
Ballston Ave	McMaster Street	North	2	30	Unsignalized	No	4129	Yes	No	3			x	2.5
		South	2	30		No	NA		No	3			x	2.5
		East	2	30		No	NA		No	3			x	2.5
	Garrett Rd	North	2	30	Unsignalized	No	4129	Yes	No	3			x	2.5
		South	2	30		No	4129		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	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
	Hamilton Street	North	2	30	Unsignalized	No	8503	Yes	No	3			x	2.5
		South	2	30		No	8503		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	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	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		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		No	3			x	2.5
		East	2	30		No	4296		No	3			x	2.5
		West	2	30		No	4296		No	3			x	2.5
	Union Street	North	2	30	Unsignalized	No	3978	Yes	No	3			x	2.5
		South	2	30		No	3978		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		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		No	3			x	2.5
		Northwest	2	30		No	3978		No	3			x	2.5
	South Street	North	2	30	Unsignalized	No	8503	Yes	Yes	2	x		x	2
		South	2	30		No	8503		No	3			x	2.5
		West	2	30		No	4296		No	3			x	2.5
	Union Street	North	2	30	Unsignalized	No	8503	Yes	No	3			x	2.5
		South	3	30		No	8503		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		No	3			x	2.5
		West	2	30		No	NA		No	3			x	2.5

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 Type	Final PLTS
Street	Segment Start	Segment Finish	Side of Road	Number of Lanes	Speed Limit	AADT (VPD)	Width	Limiting Condition		
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		No	NA	1
		North	2	30	Unsignalized	No	275	1
		West	2	30		No	NA	1
Ralph Street	Saratoga Ave	North	2	30	Unsignalized	No	NA	1
		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		No	NA	1
		North	2	30	Unsignalized	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-Elliott (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 safely 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	Re-striping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Re-striping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Re-striping & Potential Additional Signage Cars are unaware this is a crossing area and do not stop while pedestrians are in the roadway.
Current Issues	Resident	Re-striping & 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.



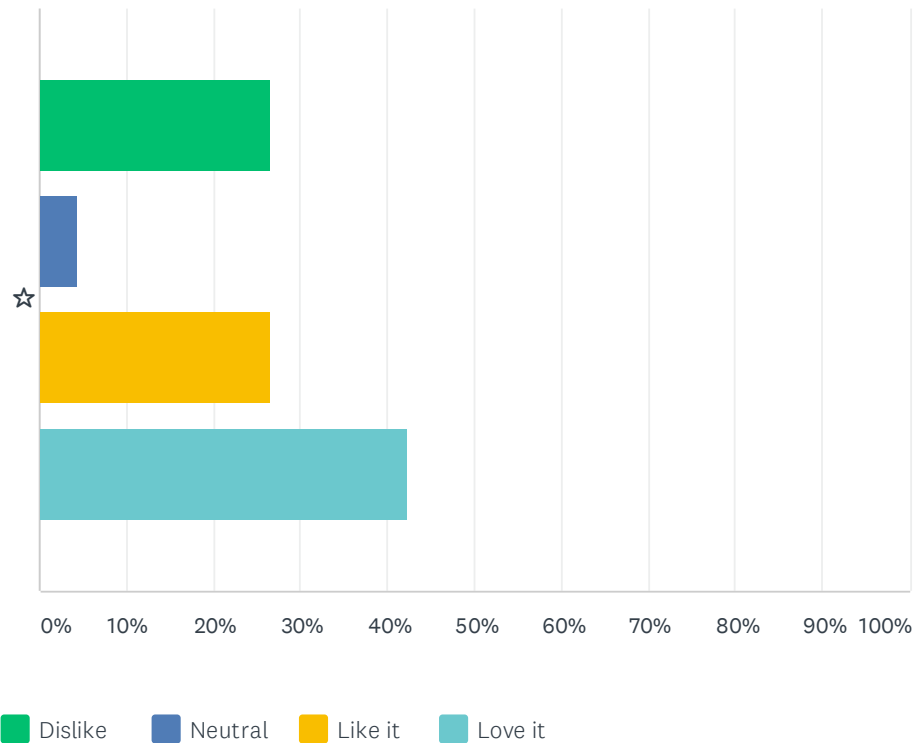
Current Issues	Resident	Traffic speeds here on West Street. Needs traffic calming.
Current Issues	Resident	Amazed at how many people don't understand a turn lane is NOT FOR GOING STRAIGHT!!!! Idiots. I use my horn to make a left now from east high onto church ave.
Current Issues	Resident	Unsafe travel 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 you 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

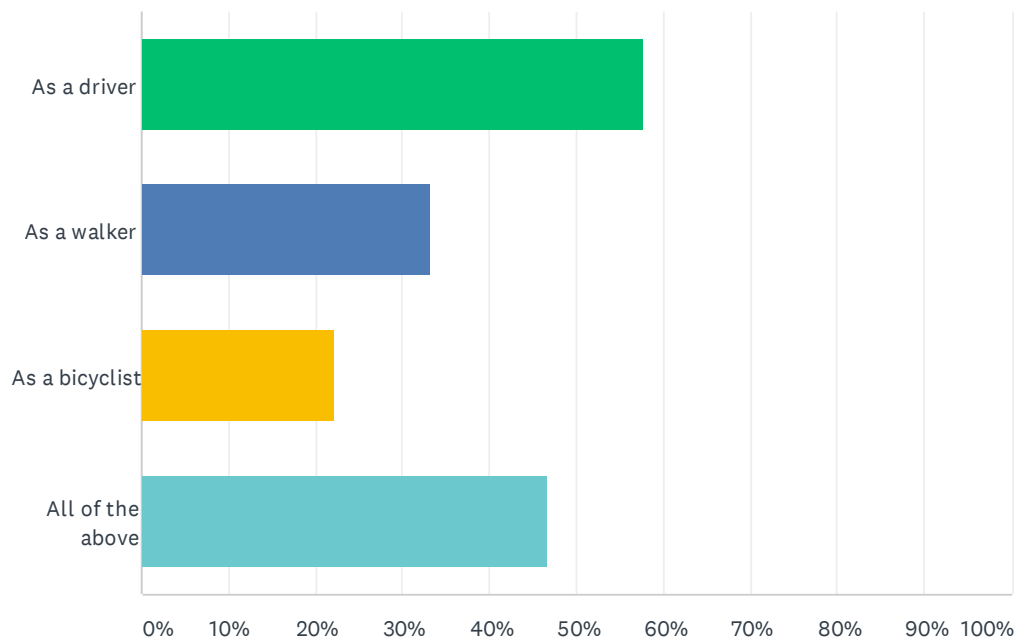
#	RESPONSES	DATE
1	McMaster Street	7/7/2021 10:12 PM
2	Nearby street.	7/7/2021 7:39 AM
3	Ballston Ave.	7/6/2021 9:35 PM
4	McMaster St	7/6/2021 8:26 PM
5	village residential	7/6/2021 6:26 PM
6	198 Malta Ave.	7/6/2021 1:32 PM
7	North End	7/6/2021 9:00 AM
8	Near corner of Pleasant and Eastern.	7/6/2021 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

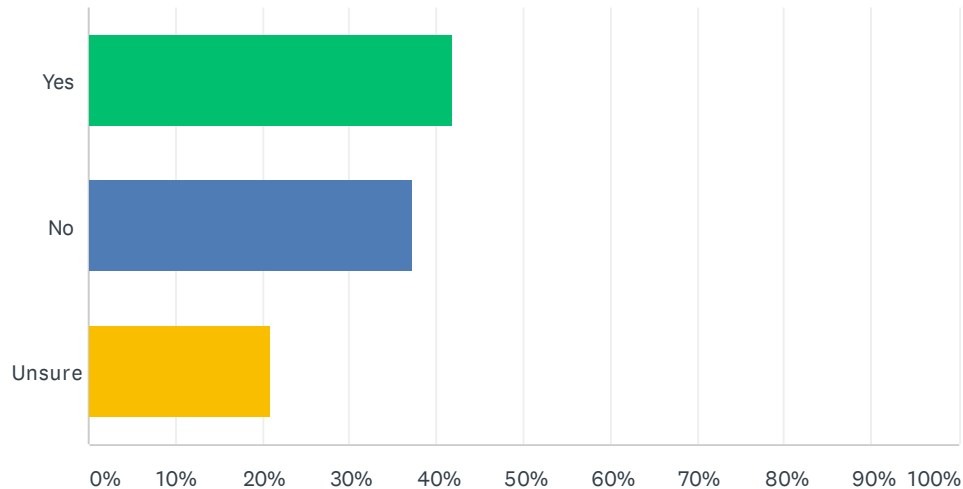


ANSWER CHOICES	RESPONSES	
As a driver	57.78%	26
As a walker	33.33%	15
As a bicyclist	22.22%	10
All of the above	46.67%	21
Total Respondents: 45		



## 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
TOTAL		43

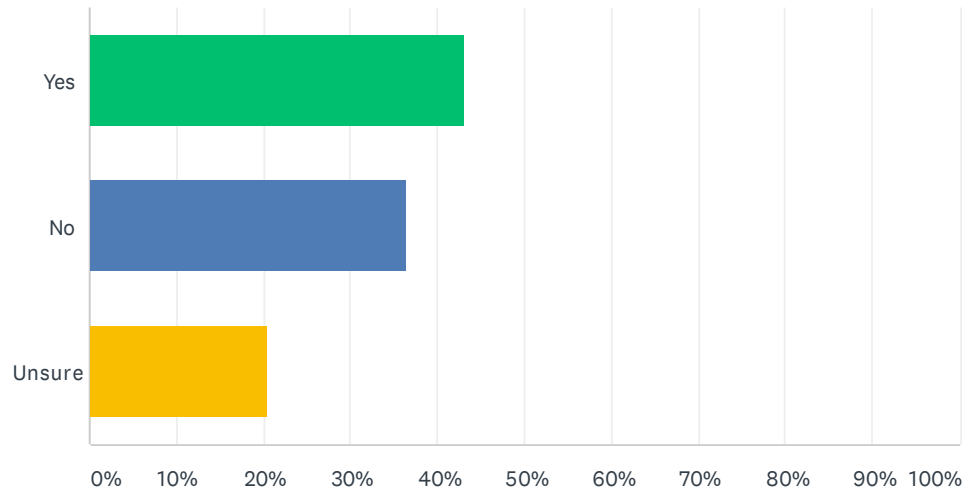
#	PLEASE LET US KNOW YOUR STREET ADDRESS.	DATE
1	59 McMaster Street	7/7/2021 10:12 PM
2	An even narrower street in the Village.	7/7/2021 7:39 AM
3	Ballston Ave.	7/6/2021 9:35 PM
4	59 McMaster St	7/6/2021 8:26 PM
5	198 Malta Ave. if it can be safely done or is a feasible project. Much narrower than Hyde 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
TOTAL		44

#	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 Kayaderosseras' 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 sharrows 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 sharrows 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 everywhere. 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.