



# FINAL REPORT EXECUTIVE SUMMARY

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Prepared for:

The SCRTS Study Advisory Committee

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# Thanks and Acknowledgement to the members of the Study Advisory Committee



Center for Economic Growth



National Grid



Capital District Transportation Committee



Empire State Development



GLOBALFOUNDRIES



Town of Malta



New York State Department of Transportation



Village of Round Lake



Saratoga County

Saratoga County IDA



Town of Stillwater



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# Executive Summary

## Introduction



Saratoga County is experiencing the largest population growth in the region, and while a large percent leave the county to work, the development of the Luther Forest Technology Campus (LFTC) and operation of GLOBALFOUNDRIES has increased employment in Saratoga County. The increased population and additional job opportunities have contributed to the changing character of central Saratoga County from the historically primarily rural/suburban bedroom

communities to more diversely developed, with the potential for continued growth. This change in character has been felt by longtime residents of the area and has placed pressure on the area’s transportation system.

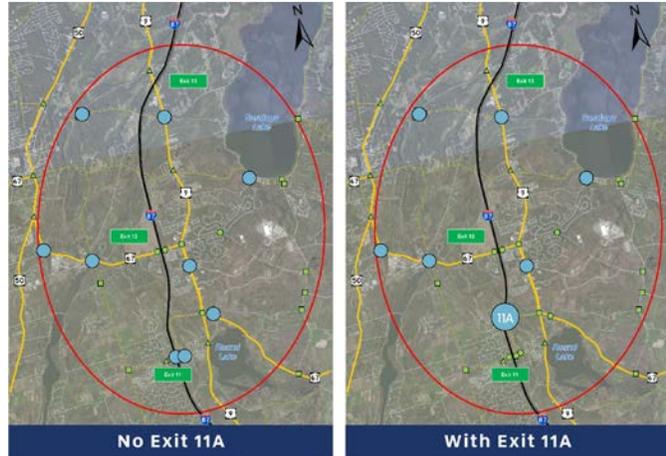
The purpose of the Saratoga County Regional Traffic Study (SRTS) is to address mobility concerns in central Saratoga County, New York, focused around the Adirondack Northway (I-87) Exits 11 and 12 associated with population growth and increased development. The question of whether Exit 11A is needed after construction of two Fabs at LFTC is answered, while examining area wide safety concerns, bicycle and pedestrian needs, transit, and passenger vehicles operations. The Study identifies several ways to *mitigate*, or reduce impacts, associated with future growth in central Saratoga County.

## Conclusions

Each of the study area communities has zoning laws used to guide and frame growth within their municipal borders. The zoning and land use development codes have become increasingly important to shape development as growth occurs. The Study evaluated the regional roadway network and 38 intersections that were determined to be reflective of regional mobility. Two future conditions were evaluated: “Planned” and “Aggressive” growth scenarios over a ten year study period. The Planned scenario includes the projects that have some form of approval status, are currently under construction, and/or have been approved but not fully built out. The Aggressive scenario includes growth associated with the Planned scenario and the speculative projects identified during community interviews (for more on forecast scenarios refer Chapter 3 in the report). The evaluation of the two scenarios provide the following conclusions:

*Construction of Exit 11A does not “solve” all the traffic concerns and is not needed within the timeframe and conditions studied.*

- Without construction of Exit 11A, intersection mitigation is recommended at nine study area intersections. The total cost is about \$15 million.
- With construction of Exit 11A, intersection mitigation is recommended at six study area intersections. The total cost is about \$80 million.



*Traffic volumes will continue to increase with additional development.*

- There will be increased capacity needed for east/west travel. The mitigation includes an additional westbound through lane at the Exit 11 ramps and completion of the roadway connection opposite Stonebreak Road to NY Route 67.
- Local roads will continue to see increased traffic volumes with additional development.
- Roadway connections like Hemphill Place between US Route 9 and Dunning Street should be preserved and maintained. Construction of similar connections should be continued.

*Facility upgrades are needed to serve pedestrians, bicyclists, and transit users and to maintain reasonable livability.*

- Construct pedestrian and bicycle accommodations on area roadways, especially local roads with increased traffic volumes.
- Implement speed enforcement to reduce travel speeds on area roadways, especially local roads.
- Plan for “complete streets” to accommodate pedestrians, bicyclists, and transit users with construction of all site developments and roadway mitigation projects.

*Travel Demand Management (TDM) is an increasingly important part of land use planning and transportation mitigation.*

- Use zoning laws and planning documents to create smart growth.
- Reduce peak hour travel by using flexible working hours and adjusting shift work.
- Provide travel options for all users.

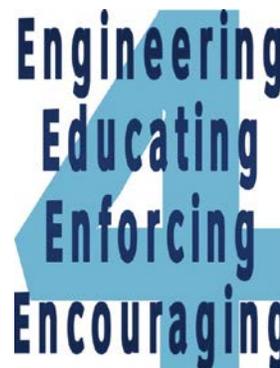
## Assessment and Mitigation

Creating an efficient and safe transportation network involves more than just constructing roads and intersections. Therefore; the evaluations and recommended mitigation measures



include the “Four E’s” for both the built network (roads, sidewalks, etc.) and planning/policy/decision making opportunities. The “Four E’s” include:

- **Engineering** the appropriate scale roadway network and intersection modifications that meet current design standards and operational concerns.
- **Educating** the walking, bicycling, and driving public to properly use the built environment for maximum safety and health benefit and local decision makers to plan for the preferred future.
- **Enforcing** proper implementation of zoning laws and planning documents to create the preferred future and correct use of facilities for greater compliance with traffic laws to maximize safety.
- **Encouraging** greater use of multi-modal facilities, transportation options, and planning tools through programs and incentives.



Engineering  
Educating  
Enforcing  
Encouraging

## Recommendations and Implementation

The goal of the recommendations is to maintain and improve regional travel by encouraging walking, bicycling, and bus trips, promoting smart planning and community building, and accommodating future vehicular traffic with reasonable operations. A Task Force should be developed to implement the findings of the Study. The Task Force should include representation from the CDTC, National Grid, Saratoga County, NYSDOT, Town of Malta, CEG, Empire State Development, Town of Stillwater, Village of Round Lake, GLOBALFOUNDRIES, and Saratoga County IDA. The responsibilities of the Task Force include:

- **Traffic Volume Monitoring** to confirm that capacity modifications are constructed at the appropriate time. The traffic monitoring plan should include a recurring count schedule, available traffic impact study data, and tracking development that drives the need for capacity modifications.
- **Travel Demand Management** implementation to provide options for how, when, where, and why people travel. Many of these strategies are little or low cost and require incentives or disincentives rather than significant capital investment.
- **Educate all transportation system users** as a fundamental element to increasing safety and compliance for all modes. Transportation education should take many forms such as using existing free online resources, hands on training at schools and organizational meetings, brochures and flyers, and outreach campaigns.

- **Fund the Study recommendations** through a mix of traditional funding opportunities, public/private partnerships (GEIS), and Highway Safety Improvement Projects (HSIP). The Task Force will need to advocate for the limited public funds that are available.



