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Overview
This report provides an overview of the study area’s land use and land ownership patterns, local destinations, and transportation and natural systems. Understanding the current conditions within the study area is critical to identifying the most feasible alignment for a Saratoga Greenbelt – Wilton Connector Trail. For the purposes of this project, “trail” refers to a bicycle- and pedestrian-friendly facility that is off-road, next to the road, or on-road. The Saratoga Greenbelt Trail is a network of planned and existing trails that loop around and through the city and can be used for both transportation and recreation. The proposed connector trail will link this network to the Town of Wilton’s existing and planned nature trails and retail destinations. The alignment alternatives will consider land ownership, available right-of-way, constraints, safety, cost and feasibility of implementation.

Key Findings
The information below is most useful to help understand the opportunities and challenges of creating a seamless connection between the Saratoga Greenbelt Trail and Town of Wilton.

- The City of Saratoga Springs owns much of the land on the west side of Weibel Ave., where there is room for a trail or sidewalk.
- Proposed development, just outside of the study area, presents an opportunity to incorporate new bicycle- and pedestrian-friendly connections.
- The redevelopment of the Stewart’s at the intersection of State Route 29 and Weibel Ave. will include improvements for pedestrians, such as crosswalks and pedestrian signals.
- New residential development, transit service, and the recently completed Exit 15 Connector to Downtown generate pedestrian and bicycle activity within the study area.
- Weibel Ave. is an existing, signed, on-road bike route but there are no designated on-road spaces for bicycles within the study area.
- Shoulder widths and speed limits are inconsistent and vary throughout the road segments within the study area.
- There is a mix of sidewalk, natural surface trail and paved off-road trail already within the study area, but they are sporadic and disconnected.
- Land uses are largely separated, with retail dominating north of Louden Rd. in the study area and a mix of residential, institutional, utility and some limited retail south of Louden Rd.
- Facilities, including infrastructure, pavement markings, and signals, are non-existent or insufficient to assist pedestrians in comfortably crossing major intersections in the study area.
- Traffic crashes, for both vehicles and bicycles/pedestrians, are predominantly north of Louden Rd. within the study area.
- There are wetlands and a 100 year flood zone in the southern part of the study area, near Weibel Ave. and State Route 29.
- There are 7 CDTA bus stops and a park and ride lot within the study area.
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Introduction
Saratoga County, with the City of Saratoga Springs and Town of Wilton, has requested assistance from the Capital District Transportation Committee (CDTC) and the Capital District Regional Planning Commission (CDRPC) to identify a bicycle- and pedestrian-friendly connection between the city and town. The Study Area, pictured in Figure 1, includes Weibel Ave from the South side of Lake Ave to the Saratoga Regional YMCA – Wilton Branch to the north where it becomes Old Gick Rd. From the west, the study area begins at the Exit 15 ramp onto NY-50 and follows Louden Rd to the County Forest. It also includes a large variety of commercial business, including Target, Wilton Mall, Home Depot, Price Chopper, Walmart, Lowes, BJs Wholesale Club, and others to the north side of NY-50, following Lowes Drive. Developing bicycle- and pedestrian-friendly connections between these areas will create mobility choices that promote health, sustainability and accessibility. This memorandum was prepared to summarize the existing conditions of the Study Area and highlight the data collected, prior to identifying potential bicycle and/or pedestrian connections.

Site Visit Summary
This section provides an overview of the project and its study area, including photos and information collected during a site visit on Monday, November 8. A site visit was conducted by the project team on Monday, November 8, 2021. The team met in the parking lot behind the Weibel Avenue Apartments and walked north on Weibel Avenue to Loudon Road, then after observing about 200 feet along Loudon Road, headed back north towards the intersection of Weibel Avenue and State Route 50. The team crossed the intersection and walked to Lowes Drive where they crossed Old Gick Road and walked south on Auto Park Road which connects to New Country Way. New Country Way connects to the New Country Toyota of Saratoga Springs parking lot, which was crossed to reach the crosswalk and pedestrian crossing signal at the I-87 Exit 15 ramp and State Route 50. The team crossed with the signal and headed back towards the Weibel Avenue Apartments, walking along Route 50 to the Louden Road slip ramp past the Hannaford Supermarket shopping center.

The purpose of this visit was to observe the uses and conditions on the major roadways and at intersections within the study area. The project team collected information related to existing walking and bicycling infrastructure, like sidewalks, crosswalks, and pedestrian signals, as well as visible constraints like slopes/topography, narrow roadway and shoulder widths, and general accessibility to major destinations. Parts of the Study Area that were not explored during the site visit, but have been evaluated and/or visited separately include the Saratoga Greenbelt Trail – Bog Meadow Trail parking area on State Route 29, the intersection at State Route 29 and Weibel Avenue, the southern portion of Webel Avenue from State Route 29 to the Weibel Avenue Apartments, and the eastern edge of the Wilton Mall development and western edge of the Saratoga County Forest.
Figure 1. Study Area
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

State Route 29: SGT - Bog Meadow Trail - Weibel Ave.

- State Route 29 is the southern boundary of the Study Area.
- Route 29 is a state designated truck route east of Weibel Ave.
- 2-lane road
- Speed limit in Saratoga Springs: 30 and changes to 45 mph east of Weibel Ave. intersections.
- Local designated bike route “A.”
- Small trailhead parking area on State Route 29 is across from Old Schuylerville Rd.
- There is bike parking located at the trailhead.
- A high percent of heavy-truck traffic was observed (Monday afternoon).
- State Route 29 does not have sidewalks and the shoulder widths vary from 3-6 feet along the corridor.
- There are currently no crosswalks or pedestrian facilities at the intersection of State Route 29 and Weibel Ave.
- Stewart’s Shops has proposed redeveloping their property at the southeast corner of State Route 29 and Weibel Ave. intersection, and will include a reconfigured intersection, crosswalks and pedestrian facilities (see Appendix A).
Weibel Ave: Vliven Way – State Route 29

- 2-lane road
- Speed limit: 30 mph
- Weibel Ave. is a state designated truck route and local designated bike route.
- There are no sidewalks and shoulders vary in width from 4-6 feet along the corridor.
- Much of the land on the west side of Weibel Ave. is owned by the City of Saratoga Springs.
- Land uses on the west side of Weibel Ave include a solar farm and waste transfer station, but are mostly undeveloped.
- The land between State Route 29 and Bliven Way on the east side of Weibel Ave is a mix of private and city-owned.
- The Saratoga Springs Ice Rink, which is a regional destination, is located on the east side of Weibel Ave.
- National Grid leases property just north of the ice rink on the east side of Weibel Ave from the City of Saratoga Springs.
- The PBA Baseball Fields are behind the National Grid property and can be accessed from Bliven Way.
- There is the potential for a future traffic light to be installed on Weibel in front of the ice rink in 2024 – condition of Skidmore ice rink lease agreement.
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Weibel Ave Northbound: Bliven Way – Louden Rd

The Project Team walks north on the sidewalk in front of the Weibel Ave. Apartments between Bliven Way and Stone Blvd.

Stairway connecting sidewalk to Weibel Ave, between Stone Blvd. and Standish Rd.

The view of Weibel Ave. looking south at Standish Rd.

- 2-lane road
- Speed limit: 30 mph
- Weibel Ave. is a state designated truck route and local bike route.
- There is a signalized, 3-leg intersection on Weibel Ave. at the Hannaford Supermarket.
- Weibel Ave. widens just north of Standish Rd. to accommodate a striped median which converts to a left-turn lane at the Hannaford entrance.
- There is a concrete sidewalk between Bliven Way and Standish Road on the east side of Weibel Ave.
- A small segment of the sidewalk sits at a higher elevation than the roadway, accessed by stairs.
- There is undeveloped, privately-owned land behind the Weibel Ave. Apartment development.
- The land across from the Weibel Ave. Apartments is city-owned and currently a waste transfer station and solar farm.
- The Weibel Ave. Apartment development includes 176 residential units and 116,000 sq. ft. non-residential uses on the first floor, and parking in the rear.
- There are about 20 on-street parking spaces on Weibel Ave. in front of the Weibel Ave. Apartments.
- The shoulders on the east side of Weibel Ave. vary in width between 2.5 – 4 ft.
- Stone Rd. and Standish Blvd. connect rear parking, recreational areas, and some privately-owned, undeveloped land to Weibel Ave.
- North of Standish Rd. there are no pedestrian or bicycle accommodations.
Looking east on Stone Blvd. from Weibel Ave.

Looking east on Standish Rd. from Weibel Ave.

The entrance to the cemetery associated with Congregation Shaara Tfille from Weibel Ave.

The Maplewood Cemetery is on the northeast corner of Weibel Ave. and Louden Rd. – there is a fence around the perimeter of the cemetery and two gated driveway entrances (Weibel Ave. and Louden Rd.) to control access.

North of the Hannaford entrance, Weibel Ave. briefly becomes 2-lanes northbound and at the intersection with Louden Rd. converts to a left-turn lane, thru-lane, and right-turn lane.

The entrance to Congregation Shaara Tfille looking south on Weibel Ave.

The project team walks in the narrow shoulder along Weibel Ave. towards Louden Rd.

• The Congregation of Shaara Tfille, located between Standish Blvd. and Loudon Rd., is set back from the road 400-500 ft. A congregation cemetery is along the frontage.
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Louden Rd: Weibel Ave. – Rear Target Entrance

- Heading east on Louden Rd. from Weibel Ave, there is 1 travel lane and a 4-foot shoulder
- There are no bicycle or pedestrian accommodations
- Speed limit: 45 mph
- There is a fence around the perimeter of the Maplewood Cemetery
- There is a gated driveway entrance to the cemetery from Louden Rd.
- Continuing eastbound on Louden Rd., the road has a thru-lane in each direction and a left-turn lane which serves the rear entrance to the Target shopping center
- About 200-feet east of the Target entrance is an entrance to the Wilton Mall
There is a paved path beginning on the north side of Louden Rd. that runs 800-900 feet along the western edge of the County Forest to the Wilton Mall parking lot (a goat path continues along the landscaped buffer to State Route 50).

Heading west on Louden Rd from the rear entrance of Target, the thru-lane converts to a left-turn lane, thru-lane, and right-turn lane as it approaches Weibel Ave.

There is a 20-foot landscaped buffer between Louden Rd. and a treed buffer behind Target.
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Weibel Ave: Louden Road – State Route 50

- Weibel Ave. crosses into the Town of Wilton after the Louden Rd. intersection.
- Speed limit: 40 mph
- Weibel Ave. is a state designated truck route.
- There are no pedestrian or bicycle accommodations, the shoulder widths on both sides of Weibel vary between 2-5 ft.
- Weibel Ave. is a 2-lane road with a southbound left-turn lane to Louden Rd.
- There are 2 driveways on Weibel Ave. – on the east side there is a Target entrance and on the west side, Charof Ave. connects to Brainard St. and the Adirondack Trust Company
- Northbound at the intersection with State Route 50 there are 2 left-turn lanes, 1 thru-lane, and a combination thru- and right-turn lane
- Southbound at the intersection with State Route 50 there is 1 thru-lane
- The east side of Weibel Ave. has a large, sloping, grass buffer between the roadway and Target / parking lot
- The Adirondack Trust Company is on the southwest corner of Weibel Ave. / Old Gick Rd. at State Route 50 and the west side of Weibel Ave.
Weibel Ave. / Old Gick Rd. at State Route 50

- There are crosswalks on the north, east, and west legs of the intersections
- Pedestrians crossing to the northeast corner of Old Gick Rd. and State Route 50 from Weibel Ave. must cross 6 lanes of traffic, plus a striped buffer
- Speed limit: 40 mph
- Pedestrians crossing to the northwest corner of Old Gick Rd. and State Route 50 from Weibel Ave. must cross 7 lanes of traffic
- Pedestrians crossing Old Gick Rd. between the northwest and northeast corners on State Route 50 must cross 5 lanes of traffic plus 2 striped buffers
- There are pedestrian push-button signals and cement ramps/pads at the southeast, northeast, and northwest corner
- Pedestrians crossing from the northwest corner to the southwest corner have a crosswalk but no pedestrian signal or concrete ramp/pad
- The pedestrian phase crossing State Route 50 from the southeast to the northeast corner is 25 seconds long, it is not an exclusive pedestrian phase and vehicles are permitted to turn right on red
- The push button does not disrupt the traffic signal cycle length to prioritize the pedestrian
Old Gick Rd. – State Route 50 – Auto Park Rd. / Lowes Dr.

- The road configuration varies on this segment but is 2 lanes northbound and 1 lane southbound, except for at the intersections where there are additional turning lanes.
- Old Gick Rd. provides access to retail shopping centers and restaurant / take-out businesses on the east and west sides of the road.
- There are no pedestrian or bicycle accommodations, shoulders on the east side vary in width from 2 – 4 ft. and on the west side vary from 4 – 6 ft.
- The Wilton Veteran’s Memorial Park, maintained by Walmart, is on the east side of Old Gick Rd. but there is no access to it.
- There are no pedestrian or bicycle accommodations on Lowes Dr. or Auto Park Rd.
- Speed limit: 40 mph on Old Gick Rd. and 30 mph on Lowes Dr. and Auto Park Rd.
- There are no pedestrian crosswalks or signals at the intersection of Old Gick Rd. at Auto Park Rd. / Lowes Dr.
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

State Route 50 at I-87 NB Exit 15

Birdseye view of the State Route 50 intersection at the I-87 northbound Exit 15 ramps, looking south
Source: Google Earth

Some members of the project team wait on the concrete pad with pedestrian push-button on the northeast corner of the intersection

Southeast corner of the State Route 50 at I-87 Exit 15, looking towards the terminus of the Saratoga Greenbelt Trail

- A trail was recently completed along State Route 50 in Saratoga Springs, as part of the Saratoga Greenbelt Trail, and terminates on the west side of the Exit 15 northbound off-ramp
- State Route 50 Speed limit: 40 mph
- A crosswalk and pedestrian push-button signal is located across the Exit 15 northbound off-ramp and the east side of the intersection across State Route 50
- Pedestrians must cross 2 lanes of traffic on the off-ramp and 6 lanes plus a striped median to cross State Route 50
- Beyond the push-button pedestrian signals and concrete pads, there are no pedestrian accommodations to the east of the intersection on either side of State Route 50
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

State Route 50: Exit 15 – Louden Rd.

Steep slopes on south side of State Route 50 between road and NYSDOT Maintenance Facility

- There is a wide, 10-11 ft. shoulder on the south side of State Route 50, which pedestrians use to get between restaurants and retail businesses on the east side of the Exit 15 ramp and the Greenbelt Trail on the west side
- Eastbound: There are 2 thru-lanes and a 10-11 ft. shoulder
- Westbound: 2 thru-lanes, a left-turn lane, right-turn lane, and 10 ft. shoulder
- Speed limit: 40 mph
- A NYS Department of Transportation Maintenance Facility is located on the south side of State Route 50 between Exit 15 and Louden Rd.
- The facility is setback about 200 ft. and separated from the roadway by a steep slope
- A pedestrian was observed walking in the shoulder en route to the Saratoga-Greenbelt Trail on the west side of the Exit 15 ramp

The NYDOT Maintenance Facility is fenced and setback 100-200 ft. from the road, separated by a steep slope

There is a wide, 10-11 ft. shoulder on the south side of State Route 50, which pedestrians use to get between restaurants and retail businesses on the east side of the Exit 15 ramp and the Greenbelt Trail on the west side
Louden Rd: State Route 50 – Weibel Ave.

View eastbound on Louden Rd.

About 250 ft. of sidewalk begins and ends at Denny’s property line on the south side of Louden Rd.

Western terminus of the Louden Rd. sidewalk

A large, landscaped buffer spans from the entrance to Denny’s and Weibel Ave. between the south side of Louden Rd. and the Hannaford Plaza parking lot

View from the south side of Louden Rd. at the driveway entrance to Denny’s looking west

- 1-lane, 1-way road with narrow to no shoulders until the approach to the McDonalds and Denny’s entrances
- Speed limit: 30 mph
- East of the McDonald’s and Denny’s entrances, Louden Rd. becomes a 2-way road with 1-lane westbound and 1 thru-lane and 1 left-turn lane eastbound
- All restaurant and retail businesses are setback from the road at least 40 feet on both sides
- With the exception of McDonald’s on the north side and Denny’s on the south side, adjacent land is mostly undeveloped green space and/or forest
Weibel Ave Southbound: Louden Rd – Bliven Way

- Weibel Ave looking south from eastside of Hannaford Supermarket parking lot
- View from the east side of Weibel Ave looking west at sidewalk along side of Kohl’s and Tractor Supply Co.
- View from unkempt sidewalk between the east driveway entrance to Kohl’s / Tractor Supply Co. and the National Grid ROW access

- Gated driveway / entrance to National Grid property / ROW
- Springs Dental and Saratoga Guitar on west side of Weibel Ave, sidewalk begins and ends at property line

- Segmented / disconnected sidewalk on west side of Weibel Ave.
- Speed limit: 30 mph
- Weibel Ave. is a state designated truck route and local bike route.
- The parcel in the southwest corner of Weibel Ave. and Louden Rd. consists of several retail stores.
- The parcel just south of Kohl’s and Tractor Supply, and north of Saratoga Guitar and Springs Dental, is owned by National Grid
and attached by a utility ROW that continues west to Excelsior Ave.

- There are no sidewalks south of Saratoga Guitar on the west side of Weibel Ave.
- The shoulder on the west side of Weibel Ave. varies in width from 4-6 ft.
- The City of Saratoga Springs owns the land on the west side of Weibel Ave. south of Saratoga Guitar to State Route 29, most of which is a Waste Transfer Station and Solar Farm.
- There are no controlled or midblock crossings for pedestrians across Weibel Ave.
Saratoga Greenbelt – Wilton Connector Trail

Existing Conditions

Traffic
This section describes the roadway and traffic characteristics of the study area. Based on information from the NYSDOT Traffic Data Viewer, over 30,000 vehicles travel through the study area each day. The retail establishments located here are a regional destination and large traffic generators, with banks, big box retail, groceries, medical services, restaurants, and a shopping mall. Currently, the majority of people visiting the area travel there in a private vehicle. The largest traffic volumes are generated on State Route 50 between Exit 15 and the Market 32 entrance. Table 1 includes average annual daily traffic (AADT) for the road segments included in NYSDOT’s traffic count program.

Table 1. Average Annual Daily Traffic (AADT)

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>AADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Ave (SR 29)</td>
<td>I-87</td>
<td>Weibel Ave</td>
<td>13,730</td>
</tr>
<tr>
<td>Lake Ave (SR 29)</td>
<td>Weibel Ave</td>
<td>Old Schuylerville Rd</td>
<td>11,348</td>
</tr>
<tr>
<td>Weibel Ave</td>
<td>Lake Ave</td>
<td>Louden Rd</td>
<td>12,380</td>
</tr>
<tr>
<td></td>
<td>Louden Rd</td>
<td>SR 50</td>
<td>9,210</td>
</tr>
<tr>
<td>SR 50</td>
<td>Exit 15</td>
<td>Market 32 Entrance</td>
<td>31,473</td>
</tr>
<tr>
<td>SR 50</td>
<td>Market 32 Entrance</td>
<td>Saratoga Sand Plains</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Wildlife Management Area</td>
<td>9,269</td>
</tr>
</tbody>
</table>

Pavement widths and right-of-way vary within the study area and along corridors. In some areas, shoulders are as wide as 10 feet, while non-existent in others. Generally, the wider shoulders are located on roads with speed limits of 40 miles per hour or greater. The widest pavement widths are along State Route 50 and available information shows the largest right-of-ways are also on State Route 50. Other pavement width and right-of-way data is in Table 2. There are maps that illustrate pavement widths (Figure 2) and right-of-way (Figure 4) on the following pages.

Greater pavement widths provide opportunities to stripe lanes and provide facilities for other modes, but also present safety challenges and are not necessarily the preferred route for walking or bicycling. Greater widths and vehicles speeds also create greater levels of traffic stress and lower levels of service for pedestrian and bicycle modes. CDTC measured the Level of Traffic Stress (LTS) for each road segment within the study area and describes it later in this section.

Despite available pavement widths, adjacent land uses and property owners may also create a challenge to installing new walking and bicycling facilities. Due to these conditions, it may be prudent to identify off-road connections to create safe walking and bicycling routes to and through the study area.

CDTC/CDRPC Technical Assistance Program
### Table 2. Pavement Widths

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>ROW width (ft.)</th>
<th>Pavement Width (ft.)**</th>
<th>Shoulder Width (ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Avenue (SR 29)</td>
<td>I-87</td>
<td>Weibel Ave</td>
<td>-</td>
<td>37</td>
<td>8</td>
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<tr>
<td>Lake Avenue (SR 29)</td>
<td>Weibel Ave</td>
<td>Old Schuylerville Rd</td>
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<td>Lake Ave (SR 29)</td>
<td>Standish Rd</td>
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<td>Weibel Ave</td>
<td>Standish Rd</td>
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<td>Auto Park Rd</td>
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<td>Old Gick Rd</td>
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<td>22</td>
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<td>Louden Rd (one-way)</td>
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<td>Denny’s / McDonald’s</td>
<td>36-90</td>
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<td>0</td>
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<td>Louden Rd</td>
<td>Denny’s / McDonald’s Entrance</td>
<td>Weibel Ave</td>
<td>36-91</td>
<td>18-37</td>
<td>0-2</td>
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<tr>
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<td>Weibel Ave</td>
<td>Bog Meadow Run</td>
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<td>20</td>
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<td>Louden Rd</td>
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<td>Morris Dr</td>
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<td>20</td>
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<td>Exit 15</td>
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<td>10</td>
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<tr>
<td>SR 50</td>
<td>Louden Rd</td>
<td>Weibel Ave/Old Gick Rd.</td>
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<td>48</td>
<td>10</td>
</tr>
<tr>
<td>SR 50</td>
<td>Weibel Ave</td>
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<td>SR 50</td>
<td>Market 32 Entrance</td>
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<td>-</td>
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<td>Wilton Mall South Entrance</td>
<td>Wilton Mall North</td>
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<tr>
<td>SR 50</td>
<td>Wilton Mall North Entrance</td>
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<td>-</td>
<td>48</td>
<td>8</td>
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</tbody>
</table>

*Where data was unavailable, pavement and shoulder widths are estimated from Google Earth*
Figure 2. Pavement Width Map

Legend

- 18 ft
- 18-36 ft
- 20 ft
- 22 ft
- 24 ft
- 33 ft
- 49 ft
- 64 ft

Study Area Boundary
Figure 3. Shoulder Widths
Figure 4. Right-of-Way (ROW)
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Walking & Bicycling
There is no data available on the number of pedestrians and/or bicyclists traveling to and through the study area. Infrastructure for walking or bicycling is limited and disconnected. Weibel Avenue does not have specific bicycle accommodations but it is designated and signed as an on-road bicycle route. The Saratoga Greenbelt Trail (SGT), a planned 24-mile shared use path that will form a continuous loop providing non-motorized connections across the city of Saratoga Springs, has completed segments on the south side of State Route 50 to the northbound Exit 15 ramp, just east of the I-87 overpass on Lake Avenue, and the Bog Meadow Trail that connects to south side of Lake Avenue at Old Schuylerville Road.

The SGT is a mix of on-road and off-road infrastructure, that integrates Complete Streets in order to facilitate the safe movement of pedestrians and bicyclists and connect to off-road, separated trails. Just outside the study area, the Spring Run Trail, which begins at East Avenue in Saratoga Springs, ends just west of I-87. In addition to the SGT, there are sidewalks, paved paths, marked crosswalks, and pedestrian signals located sporadically in the study area. A map of existing sidewalks, trails, crosswalks, and bike routes is shown in Figure 5.

A regional bike share program managed by the Capital District Transportation Authority (CDTA) called CDPHP Cycle! operates in Saratoga Springs with 16 stations/hubs located at destinations and activity generators. CDPHP Cycle! does not operate in the town of Wilton but based on available data, the bikes sometimes travel to and through the town. CDTC mapped bike share ridership data for two, two-week periods – one during the summer and the other in fall. The data does not include any rides in Wilton, demonstrating that bike share users bike east of I-87 less than they bike within the city, which may indicate both physical and/or safety perception barriers (see Figure 6).

Another data source used to assess existing levels of walking and cycling in the study area is Strava data. Strava is an activity sharing website that allows users to track their bike rides and runs using GPS on a smartphone application. This would suggest most Strava users are recording recreational rides and runs, but the data can help identify
Figure 5. Existing Bike & Ped Infrastructure

Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Figure 6. CDPHP Cycle! trips 7/22/21 – 8/8/21 & 9/20/21 – 10/4/21
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

preferred routes for walking and/or cycling. The map in Figure 7 shows the total number of recorded bike trips for each road segment. The most recreational bike rides are on roads just outside the study area – mainly Lake Avenue (SR 29), Old Schuylerville Road, and Ingersoll Road. The Strava pedestrian data indicates very few recreational trips being recorded in the study area and most on trails and roadways west of I-87 (see Figure 8).

**Bicycle-Friendliness**

CDTC uses the Level of Traffic Stress (LTS) model for evaluating level of service (LOS) for bicyclists. LOS is a measure used to evaluate the speed or flow of vehicular through traffic on streets and intersections, assigning values A-F to road segments to suggest available capacity. LOS does not measure the quality of overall system performance or the comfort of other modes using the same roadway or intersection, which is why the LTS model has been used to assess the suitability of existing roadways for bicycling. The LTS values relate to the range of cyclist types / abilities and certain roadway characteristics (see Table 3). The LTS value can be changed based on changes to the roadway, like lane widths, traffic calming measures, dedicated or protected facilities, etc.

**Table 3. LTS Translation**

<table>
<thead>
<tr>
<th>LTS</th>
<th>Comfortable Enough For (Cyclist Type)</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Most people</td>
<td>Lowest stress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Comfortable for most ages &amp; abilities</td>
</tr>
<tr>
<td>2</td>
<td>Interested, but concerned</td>
<td>Suitable for most adults</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Presenting little traffic stress</td>
</tr>
<tr>
<td>3</td>
<td>Enthused &amp; confident</td>
<td>Moderate traffic stress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Comfortable for those already biking in American cities</td>
</tr>
<tr>
<td>4</td>
<td>Strong &amp; fearless</td>
<td>High traffic stress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Multi-lane, fast moving traffic</td>
</tr>
</tbody>
</table>

The data used to evaluated LTS within the study area came from the NYSDOT Traffic Data Viewer and Roadway Inventory System (RIS), available pavement and shoulder width data from the Town of Wilton, and estimated measurements from Google Earth. Roadways with low average vehicles speeds, wide shoulders, and/or low traffic volumes were assigned the lowest LTS values. The least bike-friendly, or highest LTS, were assigned to roadways with higher vehicle speeds, high traffic volumes, and/or narrow or no shoulders. A white paper explaining CDTC’s support for the LTS method can be found [here](#). LTS values for all roadways within the study area can be found in Table 4 and are illustrated in Figure 9.
Figure 7. Strava Bike Data
Saratoga Greenbelt – Wilton Connector Trail

Existing Conditions Review

Figure 8. Strava Pedestrian Data

Legend

- 10: Number of Trips
- 2019 Pedestrian Trips:
  - 5 – 250
  - 251 – 500
  - 501 – 1510
- Existing Sidewalk
- Proposed Sidewalk
- Existing Trail or Greenbelt
- Proposed Trail or Greenbelt
- Road
- Study Area Boundary
- Half Mile Buffer of Study Area

Data Source: Strava. CDTC, City of Saratoga Springs, Town of Wilton
### Table 4. Study Area LTS

<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Direction</th>
<th>LTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Avenue (SR 29)</td>
<td>I-87</td>
<td>Weibel Ave</td>
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<tr>
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<td>WB</td>
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<td>Weibel Ave</td>
<td>Old Schuylerville Rd</td>
<td>EB</td>
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<td>WB</td>
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<td>Louden Rd</td>
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<td>WB</td>
<td>3</td>
</tr>
<tr>
<td>Louden Rd (one-way)</td>
<td>SR 50</td>
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<td>EB</td>
<td>4</td>
</tr>
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<td>Denny’s / McDonald’s Entrance</td>
<td>Weibel Ave</td>
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<tr>
<td>SR 50</td>
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<td>Saratoga Sand Plains Wildlife Management Area</td>
<td>Market 32 Entrance</td>
<td>SB</td>
<td>4</td>
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</tbody>
</table>

**Transit**

CDTA operates 3 bus routes that have stops in the study area (see Figure 10). These routes include #450 which begins at Gateway Plaza in Schenectady and ends at the Wilton Mall, #452 begins at the Wilton Mall and ends at Skidmore College / Case Center in Saratoga Springs, and #540 which is an express commuter bus that travels from the Empire State Plaza in Albany to Geyser Rd and Milton Town Hall in Milton. There is a park and ride lot located at the northeast corner of the Wilton Mall parking lot for Northway Express (#540) customers, as well as for carpools and vanpools.
Saratoga Greenbelt – Wilton Connector Trail

Existing Conditions Review

Figure 9. Study Area LTS
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Table 5. Transit Routes & Stops in Study Area

<table>
<thead>
<tr>
<th>Route #</th>
<th>Name</th>
<th>Stop Locations</th>
</tr>
</thead>
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<tr>
<td>450</td>
<td>Schenectady – Wilton Route 50</td>
<td>Loudon Rd at Hannaford Plaza</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walmart-Wilton</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lowes Dr</td>
</tr>
<tr>
<td>452</td>
<td>Skidmore College / Downtown Saratoga</td>
<td>Wilton Mall (Bon Ton)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lowes Dr</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Walmart – Wilton</td>
</tr>
<tr>
<td>540</td>
<td>NX – Northway Express</td>
<td>Exit 15 Park &amp; Ride (northeast corner of Wilton</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mall parking lot)</td>
</tr>
</tbody>
</table>

Safety
Traffic crashes are predominantly in the northern part of the Study Area, as shown in Figure 11. The table below includes crashes by type and by severity. About 12.3% of crashes resulted in injuries and 2% resulted in serious injuries but there were no fatalities during the reporting period. One percent of the crashes involved a pedestrian or a bicyclist (see Figure 12).

Table 6. All Crashes

<table>
<thead>
<tr>
<th>Crash History (April 2014 – April 2021)</th>
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</thead>
<tbody>
<tr>
<td>Total crashes</td>
</tr>
<tr>
<td>Number of vehicles involved in crashes</td>
</tr>
<tr>
<td>Number of injuries</td>
</tr>
<tr>
<td>Serious injuries</td>
</tr>
<tr>
<td>Fatalities</td>
</tr>
<tr>
<td>Property damage only</td>
</tr>
<tr>
<td>Collisions with pedestrians &amp; bicyclists</td>
</tr>
</tbody>
</table>

Land Use
Most of the study area consists of intensely developed retail, including big-box stores, a shopping mall, and various other local and chain businesses. The land use intensity in this location makes the study area a regional destination. On the edges of the study area are undeveloped, vacant land and forest. There are pockets of residential development, mostly dense multi-family, mixed-use types of buildings. The mix of land uses and extent of vacant and undeveloped land provide opportunities to create off-road walking and bicycling connections. Figure 13 illustrates the current land uses in the study area.
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Figure 10. Transit Map
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

Figure 11. Crashes

Legend
- Injury Crash
- Non-Reportable/Property Damage Crash
- Road
- Study Area Boundary

Crash Data Range: April 2014 - March 2021
Data Source: 2019 NAIP, NYSDOT AUS
Figure 12. Bicycle and Pedestrian Crashes
Figure 13. Current Land Use
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

APPENDICES

APPENDIX A  Proposed Stewart's Shop
402 Lake Ave, Saratoga Springs, NY 12866

APPENDIX B  Study Area Road Characteristics

APPENDIX C  Reference Maps
Study Area Map
Property Owner Map
All Traffic Crashes
Bicycle and Pedestrian Crashes
CDPHP Cycle! Trips
Existing Bicycle and Pedestrian Infrastructure
Bicycle Routes & Trails
Pedestrian infrastructure
Sidewalks & Crosswalks
Transit
Intersections
Pavement Widths
Shoulder Widths
Wilton Right-Of-Ways
Land Use Map
APPENDIX A

Proposed Stewart’s Shop
402 Lake Ave, Saratoga Springs, NY 12866
Saratoga Greenbelt – Wilton Connector Trail
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APPENDIX B
Study Area Road Characteristics
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Pedestrian infrastructure
Sidewalks & Crosswalks
Transit
Intersections
Pavement Widths
Shoulder Widths
Wilton Right-Of-Ways
Land Use Map
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

APPENDIX A

Proposed Stewart’s Shop
402 Lake Ave, Saratoga Springs, NY 12866
Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

APPENDIX B
Study Area Road Characteristics
<table>
<thead>
<tr>
<th>Road</th>
<th>From</th>
<th>To</th>
<th>Direction</th>
<th>Barrier* (N/A/M)</th>
<th>Municipality</th>
<th>Jurisdiction</th>
<th>Federal Aid Eligible (y/n)</th>
<th>NHS (y/n)</th>
<th>Functional Class</th>
<th>Thru Lanes (No.)</th>
<th>Turning Lanes (No.)</th>
<th>Bike lane (y/n)</th>
<th>ROW width (ft)</th>
<th>Pavement Width (ft)**</th>
<th>Shoulder Width (ft)</th>
<th>AADT</th>
<th>Truck Pct. (%)</th>
<th>Posted Speed Limit</th>
<th>Avg. Speed Limit</th>
<th>Traffic Signal (y/n)</th>
<th>Crosswalk (y/n)</th>
<th>LTS</th>
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<tr>
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<td>Weibel Ave</td>
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Saratoga Greenbelt – Wilton Connector Trail
Existing Conditions Review

APPENDIX C
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153.‐3‐109 Wilton 3012 Route 50 3012 ROUTE 50 HOSPITALITY SYRACUSE INC 1.61 263.31 0.00 311 Res vac land 30000 30000

153.‐3‐110 Wilton 16 Old Gick Rd 16 OLD GICK RD THF SARATOGA DEV LP 21.65 1571.72 0.00 453 Large retail 5690800 18854500

153.‐3‐112 Wilton 3040 Route 50 3040 ROUTE 50 TOBIA MENKE RAILROAD PLACE 2.34 475.47 0.00 311 Res vac land 30000 30000

153.‐3‐114 Wilton 3009 Route 50 3009 ROUTE 50 MCDOST COAST 11 LLC 1.20 326.70 0.00 311 Res vac land 30000 30000

153.‐3‐115 Wilton Brainard St BRAINARD ST KMDA II LLC 0.55 0.00 0.00 330 Vacant comm 43200 43200

153.‐3‐116 Wilton 3013 Route 50 3013 ROUTE 50 FIRST NATIONAL BANK OF SCOTIA 1.14 256.63 0.00 462 Branch bank 352300 856100

153.‐3‐117 Wilton 7 Morris Dr 7 MORRIS DR MORRIS, WILLIAM J 1.38 219.35 0.00 311 Res vac land 30000 30000

153.‐3‐118 Wilton 30 Old Gick Rd 30 OLD GICK RD YMCA OF SARATOGA SPGS 7.14 488.78 0.00 543 Ymca or ywca 707000 7922900

153.‐3‐119 Wilton 3031 Route 50 3031 ROUTE 50 MCDONSALD CORPORATION 1.94 292.52 0.00 311 Res vac land 30000 30000

153.‐3‐120 Wilton 20 Old Gick Rd 20 OLD GICK RD W/G 3040 ROUTE 50 LLC 4.77 342.23 0.00 311 Res vac land 30000 30000

153.‐3‐121 Wilton Lowes Dr LOWES DR ALDI INC NEW YORK 0.71 60.47 0.00 330 Vacant comm 111300 111300

153.‐3‐122 Wilton 3040 Route 50 3040 ROUTE 50 THE ADIRONDACK TRUST COMPANY 1.94 292.52 0.00 311 Res vac land 30000 30000

153.‐3‐123 Wilton Louden Rd S LOUDEN RD S RYNICK PROPERTIES 1 LLC 0.19 300.00 0.00 330 Vacant comm 38000 38000

153.‐3‐124 Wilton 2009 Route 50 2009 ROUTE 50 MCALLISTER, CAROLYN 1.33 380.00 0.00 311 Res vac land 15000 15000

153.‐3‐125 Wilton Louden Rd LOWES DR KMDA II LLC 0.55 0.00 0.00 330 Vacant comm 43200 43200

153.‐3‐126 Wilton 30 Old Gick Rd 30 OLD GICK RD ALFORD, MARLENA THOMPSON 2.51 846.76 0.00 240 Rural res 157500 330800

153.‐3‐127 Wilton 300 Route 50 300 ROUTE 50 STONE, M E 1.59 220.00 0.00 210 1 Family Res 105700 152300

153.‐3‐128 Wilton 304 Route 50 304 ROUTE 50 STEWARTS SHOPS CORP 1.25 400.00 0.00 484 1 use sm bld 383100 749000

153.‐3‐129 Wilton Schallehn Rd 401 Lake Ave 401 LAKE AVE ALFORD, MARLENA THOMPSON 2.79 553.36 0.00 484 1 use sm bld 137500 181100

153.‐3‐130 Wilton Schallehn Rd SCHALLEHN RD SAKOS, EUGENE E 1.76 120.00 0.00 311 Res vac land 101400 167300

153.‐3‐131 Wilton Weibel Ave WEIBEL AVE HALL, ROBERT F 13.66 755.00 0.00 322 Rural vac>10 185900 185900

153.‐3‐132 Wilton Schallehn Rd SCHALLEHN RD NOUD, DENNIS J 1.76 120.00 0.00 311 Res vac land 101400 167300

153.‐3‐133 Wilton Schallehn Rd SCHALLEHN RD MARRANO, CATHERINE 4.17 435.39 0.00 484 1 use sm bld 140500 341700

153.‐3‐134 Wilton Schallehn Rd SCHALLEHN RD REAR CITY OF SARATOGA SPRINGS 10.81 100.00 0.00 323 Vacant rural 61100 61100

153.‐3‐135 Wilton Schallehn Rd SCHALLEHN RD STONE, TARA 0.34 25.00 142.00 311 Res vac land 38000 38000

153.‐3‐136 Wilton Schallehn Rd SCHALLEHN RD STONE, TARA 10.81 100.00 0.00 323 Vacant rural 61100 61100

153.‐3‐137 Wilton Schallehn Rd SCHALLEHN RD STONE, TARA 27.71 340.00 0.00 323 Vacant rural 180100 180100

153.‐3‐138 Wilton Schallehn Rd SCHALLEHN RD STONE, TARA 9.20 1000.00 0.00 852 Landfill 1247200 1300900

153.‐3‐139 Wilton Schallehn Rd SCHALLEHN RD STONE, TARA 27.71 340.00 0.00 323 Vacant rural 180100 180100
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Saratoga Greenbelt - Wilton Connector Trail Project: Crashes

Legend
- Injury Crash
- Non-Reportable/Property Damage Crash
- Road
- Study Area Boundary

Crash Data Range: April 2014 - March 2021
Data Sources: 2019 NAIP, NYSDOT ALIS
Saratoga Greenbelt - Wilton Connector Trail Project: Bike/Ped Crashes

Legend
- Bicycle Crash
- Pedestrian Crash
- Road
- Study Area Boundary

Crash Data Range: April 2014 - March 2021
Data Sources: 2019 NAIP, NYSDOT ALIS
Saratoga Greenbelt - Wilton Connector Trail Project: Bike Share

Legend
- CDPHP Cycle! Bike Share Trips: 7/22/21 to 8/08/21 & 9/20/21 to 10/04/21
- Study Area Boundary
- Half Mile Buffer of Study Area

Data Sources: CDTA (CDPHP Cycle!)
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Saratoga Greenbelt - Wilton Connector Trail Project: Bicycle Routes & Trails

Legend
- Signed On-Road Bicycle Route
- Existing Paved Off-Road Trail
- Existing Natural Surface Trail
- Proposed Natural Surface Trail
- Existing Saratoga Greenbelt Trail or Connector Trail
- Proposed Saratoga Greenbelt Trail or Connector Trail
- Road
- Study Area Boundary

Data Sources: 2019 NAIP, CDTC, Saratoga PLAN, City of Saratoga Springs, Town of Wilton
Saratoga Greenbelt - Wilton Connector Trail Project: Pavement Width

Data Sources: 2019 NAIP, NYSDOT RIS, Town of Wilton

Legend

Pavement Width
- 16 ft
- 18-36 ft
- 18 ft
- 20 ft
- 22 ft
- 24 ft
- 33 ft
- 48 ft
- 64 ft

Study Area Boundary
Saratoga Greenbelt - Wilton Connector Trail Project: Shoulder Width

Data Sources: 2019 NAIP, NYSDOT RIS, Town of Wilton
Saratoga Greenbelt - Wilton Connector Trail Project: Right Of Way

Legend
Right of Way Width
- 50 ft
- 50-64 ft
- 60 ft
- 36-90 ft
- 60-130 ft
- 130-165 ft

Study Area Boundary

Data Sources: 2019 NAIP, Town of Wilton