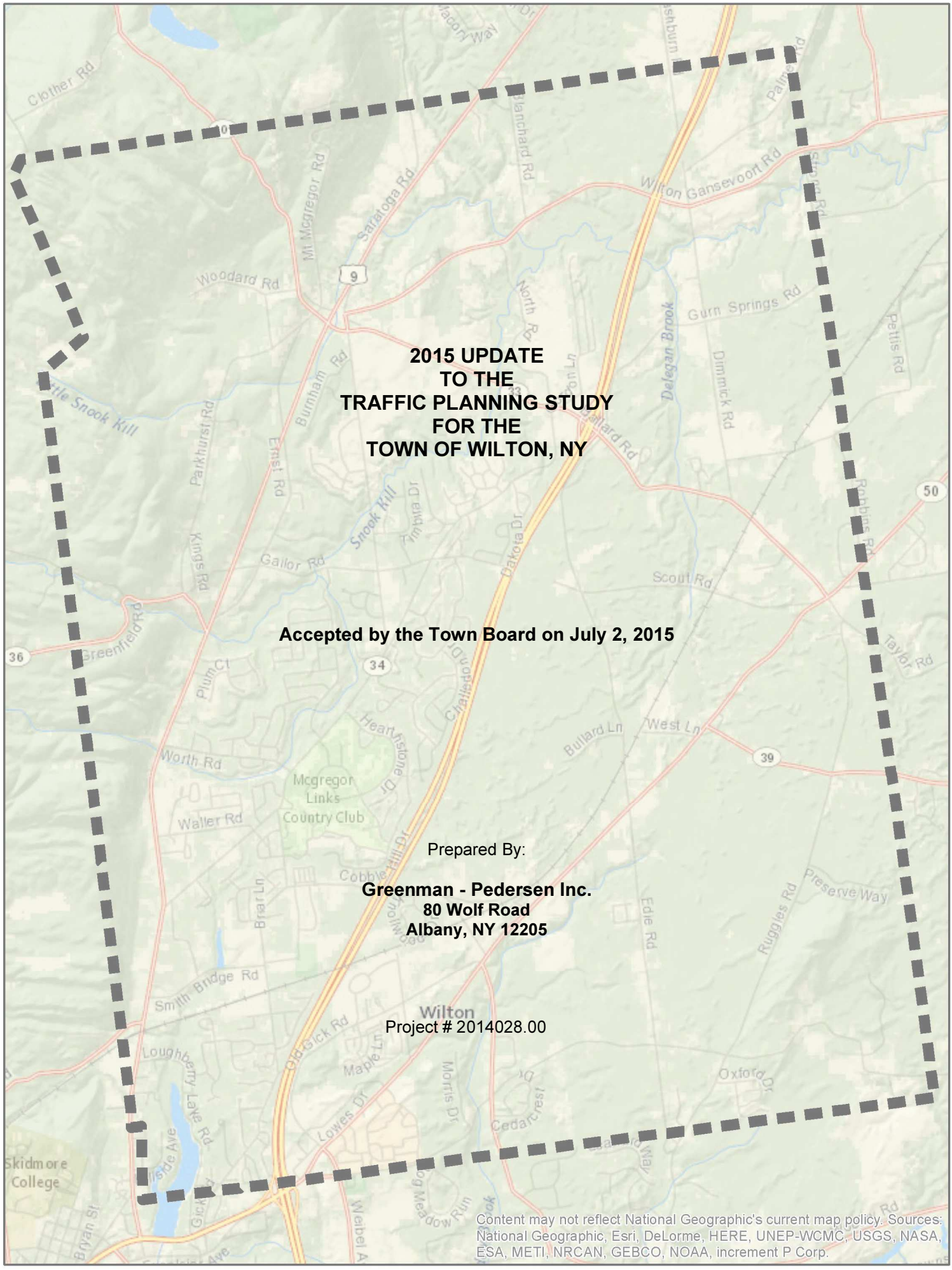

2015 UPDATE TO THE TRAFFIC PLANNING STUDY FOR THE TOWN OF WILTON, NY

Accepted by the Town Board on July 2, 2015

Prepared By:

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Project # 2014028.00

2015 UPDATE
TO THE
TRAFFIC PLANNING STUDY
FOR THE
TOWN OF WILTON, NY

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1.0 INTRODUCTION AND BACKGROUND INFORMATION

The Town of Wilton has retained Greenman-Pedersen Engineers Inc. (GPI) to update the *Traffic Planning Study*, which was most recently updated in January 2009. The Towns Traffic Planning Study was initially prepared in 1992 to address the traffic concerns created by the rapid pace of development in the Town at that time. The original study and previous update have focused on traffic operations and capacity and established a mitigation fee program to fund identified improvements to the Towns transportation system.

This Update will address the following items:

- Update Traffic Count Data
- Review Safety of Town Roads
- Review Development Trends
- Forecast Traffic growth
- Examine Options for Non-Motorized Transportation
- Review problem areas
- Recommend improvement projects
- Review Mitigation Fee schedule

As with previous updates, this update assesses projected traffic growth and the need for improvements to the local roadway network to accommodate further development within the Town of Wilton. The work efforts include a review of development patterns and the traffic mitigation fees that are charged to the new development projects.

Much of the traffic data and analysis presented in the 2006 and 2009 Updates has been incorporated in this update. Since, the level of development activity in the Town has slowed in recent years, the Town wanted to reevaluate the list of projects that were previously recommended at that time to see if they all were still required and/or beneficial. New traffic counts were conducted and the projections of potential development were revisited. In addition, the current traffic mitigation fee schedule was evaluated.

As noted, in addition to forecasting operational needs to the year 2025, this update will also address traffic safety and non-motorized transportation on Town roadways for the first time. A review of recent traffic accident history at key intersections was reviewed to see if specific safety improvements are warranted. This update also includes a review of options for improving non-motorized transportation (primarily walking and biking) in the Town and examines the potential for using the shoulders on existing roads and streets for this purpose.

2.0 EXISTING TRAFFIC VOLUMES

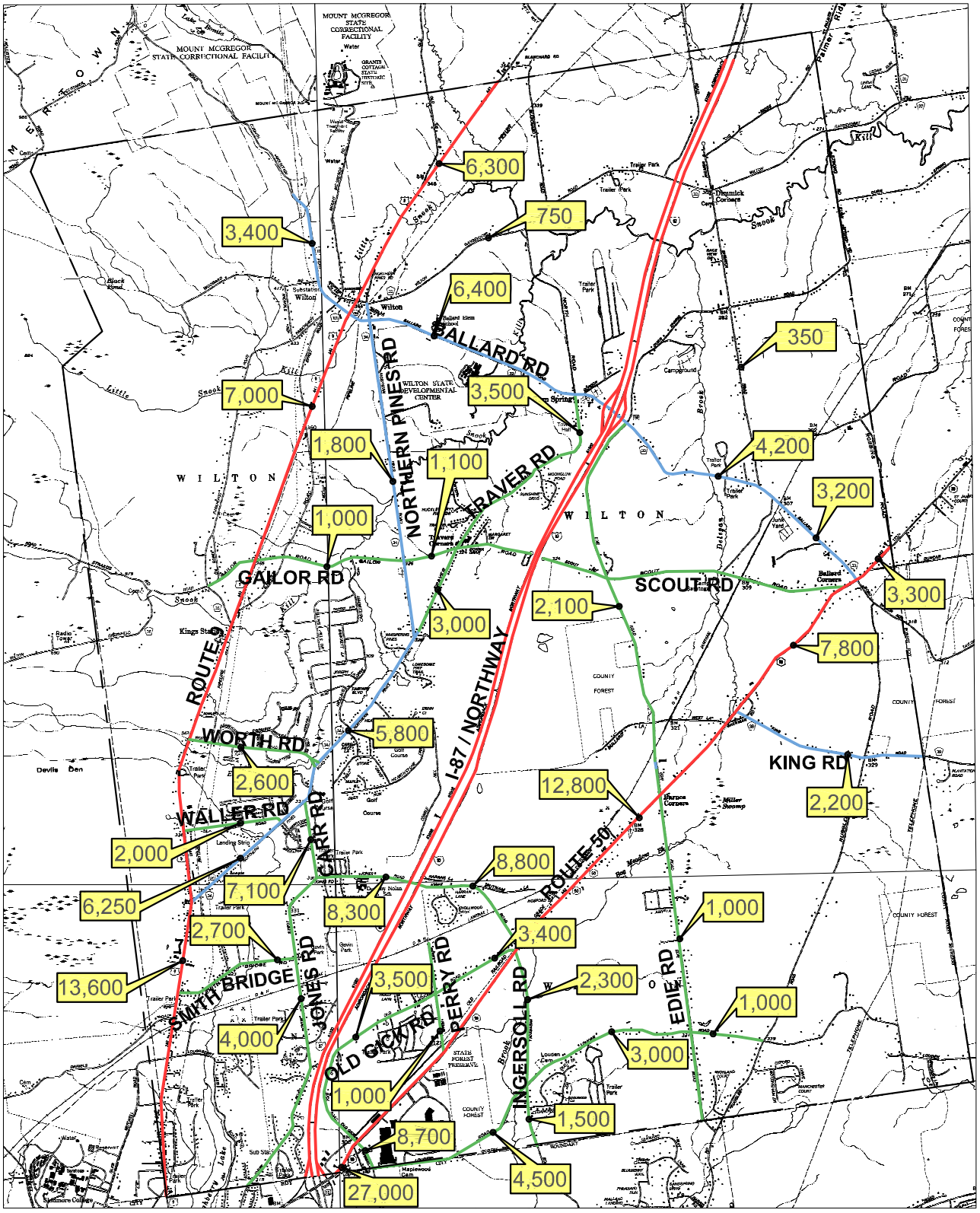
Historical traffic volume data from previous traffic studies in the Town were reviewed as well as data from the NYSDOT Traffic volume GIS database. Traffic volume data was obtained for the sections of NYS Routes 9 and 50 within the Town of Wilton from the New York State Department of Transportation "Traffic Data Viewer" website. Traffic volume data for County and Town roads within the study area were obtained from the previous traffic studies prepared for a variety of development proposals. To supplement this data, daily traffic count and speed data was collected as part of this update at the following locations:

- Ballard Road (Saratoga County Route 33)
- Corinth Mountain Road
- Jones Road
- Traver Road
- King Road (Saratoga County Route 39)
- Dimmick Road
- Northern Pines Road (Saratoga County Route 34)
- Weibel Ave

At locations where new data was not obtained, historical traffic data was updated to represent 2014 conditions. Traffic volume data obtained for state and county roads represents the Annual Average Daily Traffic (AADT). The traffic count data collected was adjusted using seasonal adjustment factors provided by NYSDOT to represent the AADT at these locations. The compiled 2014 Existing Average Annual Daily Traffic (AADT) Volumes for Town of Wilton roadways are shown on Figure No. 1. Inspection of the new data indicated traffic volumes have generally grown moderately in the Town (about 1% a year) between 2009 and 2014.

3.0 TRAFFIC SPEEDS

The speed of traffic along key Town roadways was collected at 12 locations. Figure No. 2 presents the speed limit, average speeds and "85th percentile speeds (the 85th percentile speeds are typically used to determine the design speed of a roadway). Inspection of this information indicated several locations where the average and/or the 85th percentile speeds exceed the posted speed limit. At 5 of the 12 locations the average observed speed exceeded the posted speed limit. The 85th percentile speed exceeded the speed limit at 10 of the 12 locations studied.



LEGEND

- 5,500 — AADT Volume
- Town Boundary
- State/Interstate Routes
- Local Roads
- County Roads

2014 EXISTING AADT (AVERAGE ANNUAL DAILY TRAFFIC) VOLUMES

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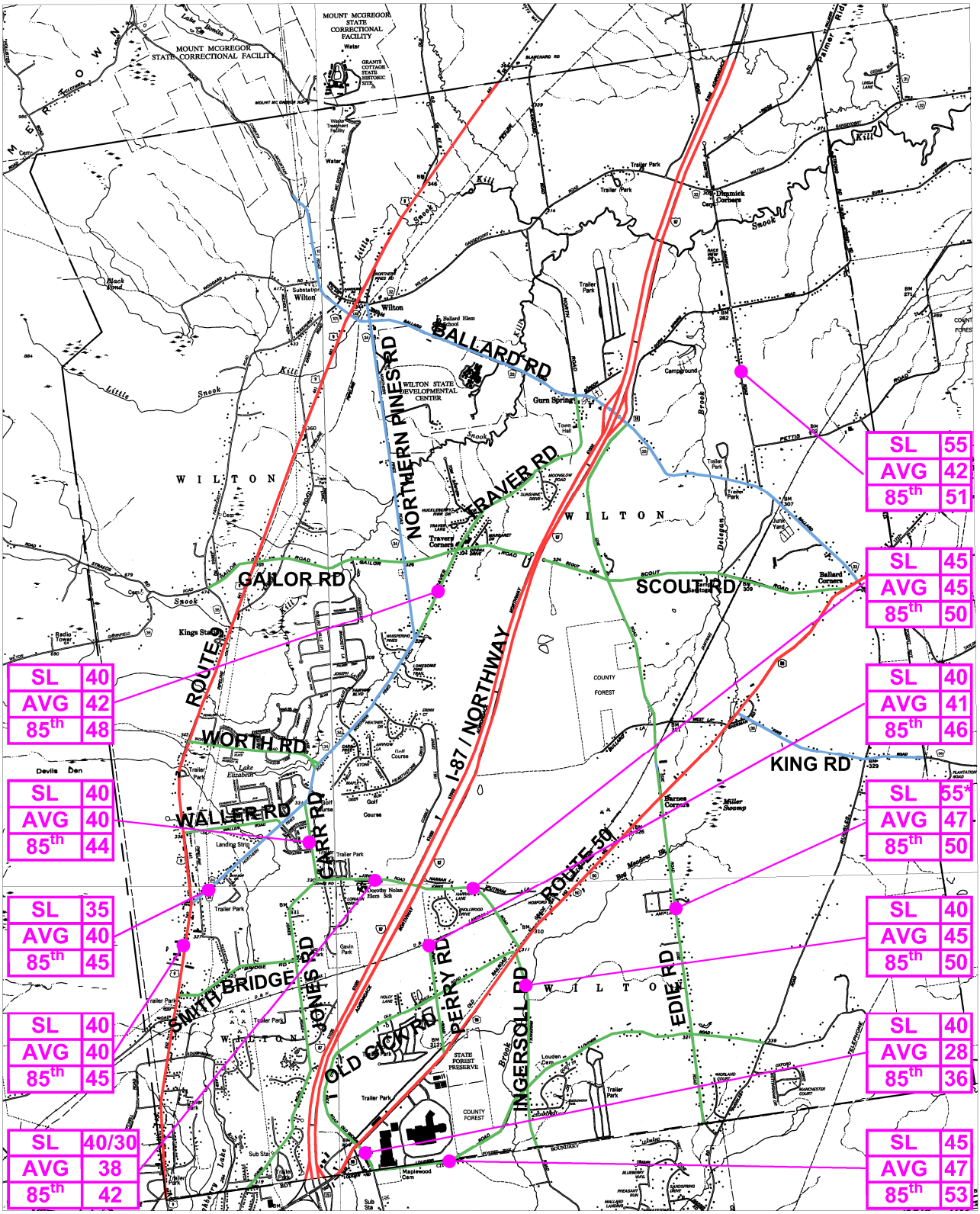
FIGURE NO. 1



*- No posted speed limit - 55mph Assumed

LEGEND

SL = POSTED SPEED LIMIT
AVG = Average Vehicle Speeds
85th= 85th Percentile Speed

VEHICLE SPEEDS

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FIGURE NO. 2

4.0 ACCIDENT DATA

4.1 Summary of Crash Data

A detailed review of the safety of town roads was conducted as part of this update. Eleven key intersections were identified by Town staff for a safety review as follows:

1. Gurn Springs Road & Dimmick Road
2. Northern Pines Road (CR 34) and Traver Road
3. Northern Pines Road and (CR 34) Carr Road
4. Northern Pines Road and (CR 34) Waller Road
5. US Route 9 and Northern Pines Road (CR 34)
6. Jones Road and Carr Road
7. Jones Road and Smith Bridge Road
8. Louden Road and Weibel Ave
9. Louden Road and Ingersoll Road
10. NY Route 50 and Ingersoll Road
11. NY Route 50 and Jones Road

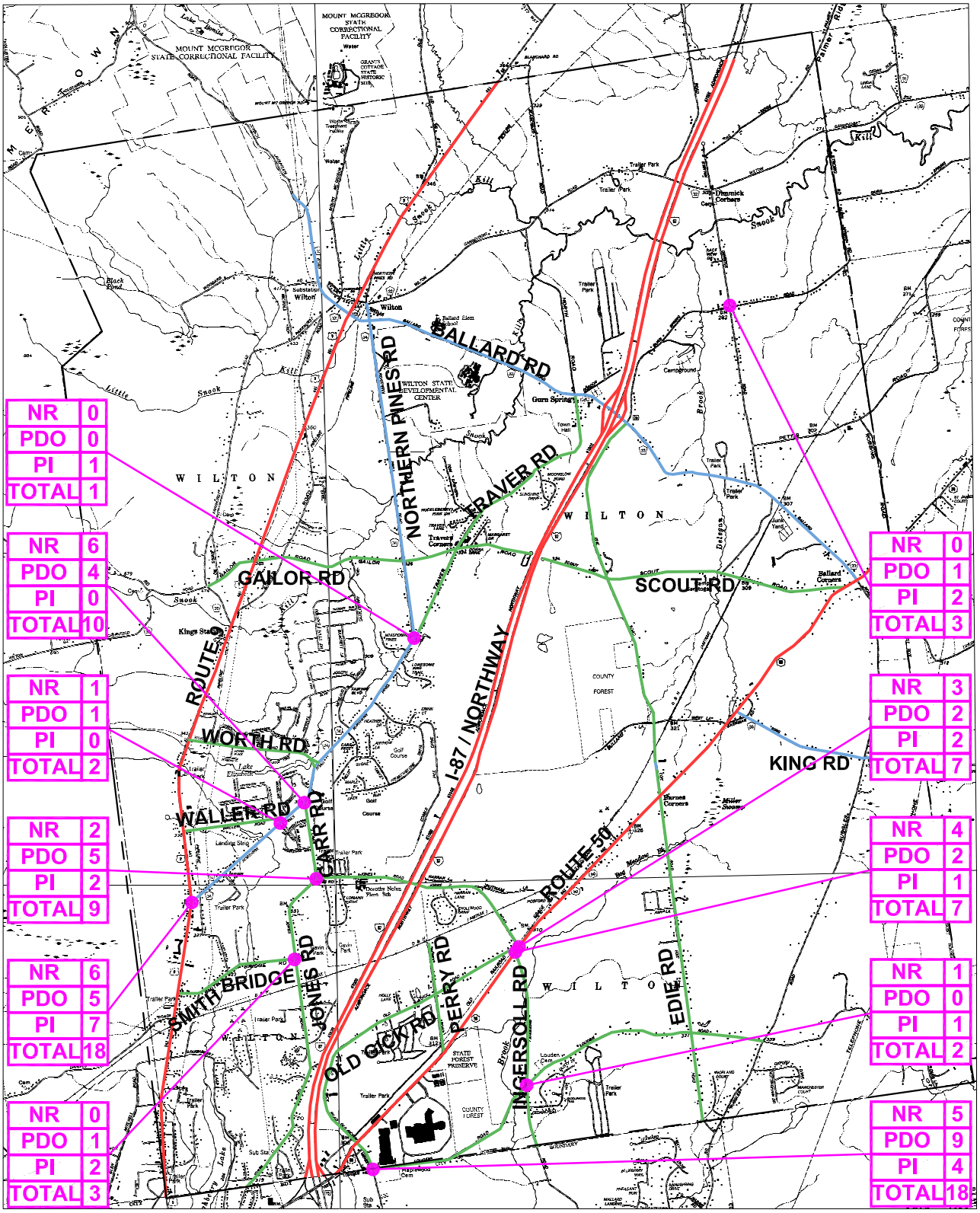
For each of these intersections the most recent 3 year accident/crash history was reviewed (From January 1, 2011 to December 31, 2013) to identify the number of crashes, the crash rate and any patterns that would indicate a deficiency in need of correction. A summary of this review is presented in Table No. 1 and Figure No. 3. Collision Diagrams provided at the end of this report (Figure CD-1 to CD-5B) illustrate the type and severity of the 5 highest accident prone intersections observed in for this study. These intersections are highlighted in yellow in the Table below.

Table No 1.

Town of Wilton
Summary of Accident Analysis

Location	Control	Classification	Frequency[1]					Rates		Summary			
Intersection		NYSDOT Functional Class	PDO	NR	PI	F	Total	Accident Rate (Acc/MEV)	Statewide Average (Acc/MEV)	% of Avg Rate	% Rank	Total Rank	Sum
Gurn Springs Rd. & Dimmick Rd.	2-Way Stop	Suburban	1	0	2	0	3	3.73	0.26	1435%	2	5	7
Northern Pines Rd. & Traver Rd.	1-Way Stop	Urban	0	0	1	0	1	0.19	0.15	127%	8	7	15
Northern Pines Rd. & Carr Rd.	1-Way Stop	Urban	4	6	0	0	10	0.95	0.06	1582%	1	2	3
Northern Pines Rd. & Waller Rd.	2-Way Stop	Urban	1	1	0	0	2	0.25	0.26	96%	10	6	16
US Route 9 & Northern Pines Rd.	Signal	Urban	5	6	7	0	18	0.97	0.14	690%	4	1	5
Jones Rd & Carr Rd.	1-Way Stop	Urban	5	2	2	0	9	0.82	0.10	818%	3	3	6
Jones Rd. & Smith Bridge Rd.	2-Way Stop	Urban	1	0	2	0	3	0.39	0.26	148%	7	5	12
Louden Rd. & Weibel Rd	Signal	Urban	9	5	4	0	18	1.24	0.21	590%	5	1	6
Louden Rd. & Ingersoll Rd.	4-Way Stop	Suburban	0	1	1	0	2	0.30	0.30	100%	9	9	18
Route 50 & Ingersoll Rd	Signal	Suburban	2	4	1	0	7	0.36	0.49	73%	11	4	15
Route 50 & Jones Rd.	1-Way Stop	Suburban	2	3	2	0	7	0.36	0.06	605%	6	4	10
Total			30	28	22	0	80						

KEY: [1]PDO, NR, PI, F = Property Damage Only, Non-Reportable, Personal Injury, Fatality. From Jan 1, 2011 to Dec 31, 2013



LEGEND

NR = Non-Reportable
PDO = Property Damage Only
PI = Personal Injury Accident
TOTAL = Total Accidents

CRASHES FOR THE 3 YEAR PERIOD FROM JANUARY 2011 TO DECEMBER 2013

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FIGURE NO. 3

4.2 Key Safety Observations

A review of the crash data indicates the following:

- The intersections of Louden Road and Weibel Ave and US Route 9 and Northern Pines Road each had the most number of crashes (18) during the 3 year period studied. Louden and Weibel intersection has a shared jurisdiction between the Town of Wilton and the City of Saratoga Springs. US Route 9 and Northern Pines Road are under the jurisdiction of NYSDOT.
- Northern Pines Road and Carr Road had 10 crashes
- Jones Road and Carr Road had 9 crashes.
- The intersection of Gurn Springs Road & Dimmick Road had 3 crashes even though the traffic volumes on those roads are very low.
- The intersection of Northern Pines Road and Carr Road had the highest accident rate (number of crashes compared to actual traffic volume) followed by Gurn Springs Road & Dimmick Road and Jones and Carr Road. The Town has jurisdiction of each of these intersections.
- There were 22 crashes that resulted in personal injuries and 0 fatalities.

4.3 Safety Priority Locations

Based on a review of the accident history and the following intersections were identified for priority review by the Town to determine if any corrective actions are warranted.

1. Northern Pines Road and Carr Road
2. Jones Road and Carr Road
3. Louden Road and Weibel Road
4. Gurn Springs and Dimmick Road
5. US Route 9 and Northern Pines Road

A detailed review of the crash history was done for each of these locations and is presented in the collision diagrams presented in Appendix A. The following patterns and potential corrective actions are noted.

Northern Pines Road and Carr Road (CD-1) - Pattern of right angle crashes suggests sight distance restrictions. Average speeds on Northern Pines Road exceed posted limit (40mph vs 35 posted). Potential corrective actions; reduce speeds, improve sight distance, install traffic signal if warranted.

Jones Road and Carr Road (CD-2) – Rear End, right angle and fixed object crashes occurring. Fixed object crashes on Jones road indicate potential run off road issue. Suggest review of sight distance restrictions or need for left turn lane on Jones Road.

Louden Road and Weibel Road (CD-3A, CD3B) – 14 of 18 (78%) of the total crashes identified involve a vehicle traveling northbound on Weibel Ave (from NY Route 29/Lake Ave.). The existing lane drop on this approach and the additional vehicle movements it creates is a likely contributing factor to these crashes.

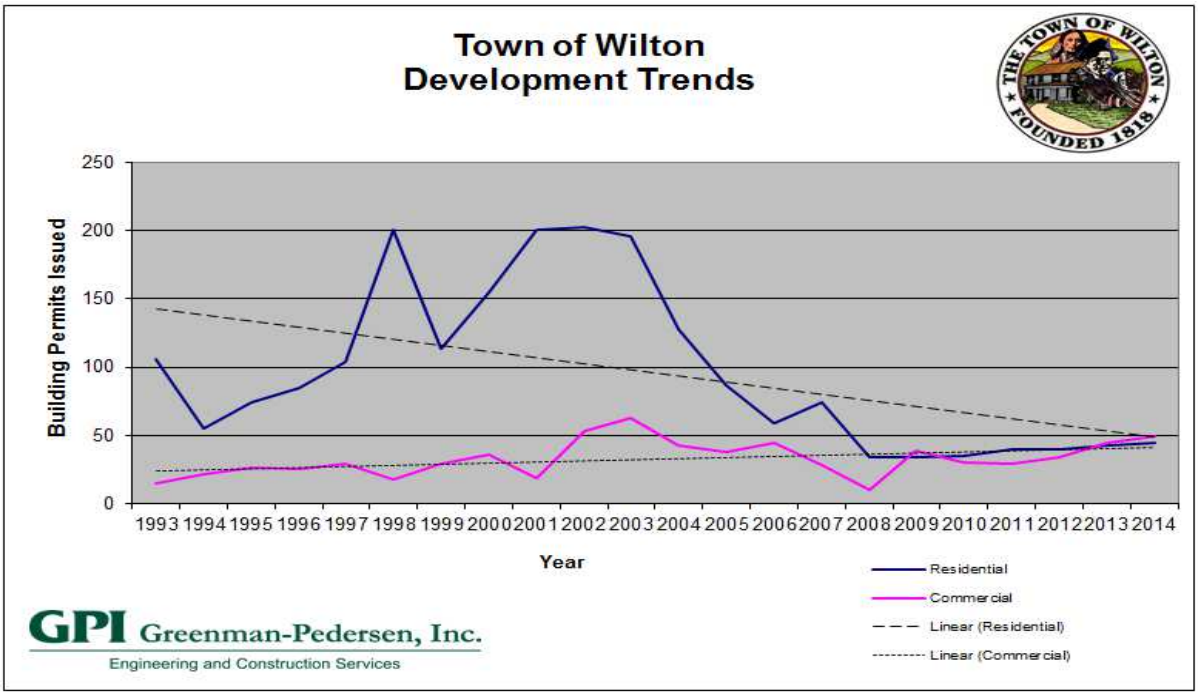
Gurn Springs and Dimmick Road (CD-4) – 3 crashes in 3 years but a very low traffic volume resulted in a very high crash rate. 2 right angle crashes resulted in personal injuries. Investigate higher level advance warning signs and/or all way stop control.

US Route 9 and Northern Pines Road (CD- 5) – 9 of the 12 (75%) crashes at this location are rear end crashes, all on Route 9. Possible contributing factors include the lack of a left turn lane on Route 9, inappropriate speeds on Route 9 visibility of the traffic signal heads and signal timing.

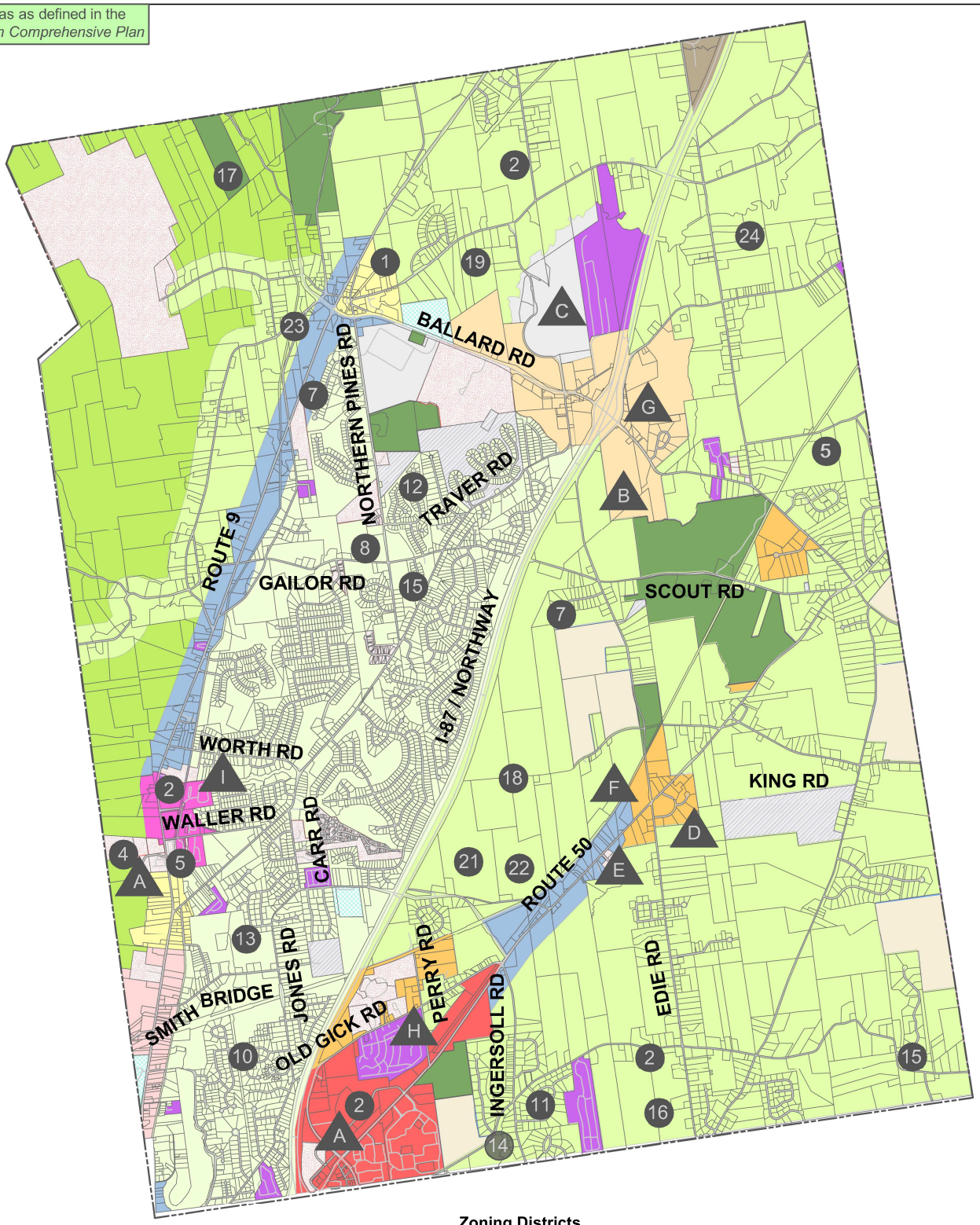
5.0 DEVELOPMENT TRENDS AND TRAFFIC FORECASTING

5.1 Historical Review

There is a direct correlation between land use and travel demand/traffic flow. Therefore a forecast of the development activity likely to occur in the Town between 2015 and 2025 was prepared. A starting point for these forecasts is the information presented in the "Development Report" published annually by the Wilton Planning Board. This report summarizes the development activity in the Town for the previous year by tracking the number of residential and commercial building permits issued. As summary of the permits issued by the Town from 1993 to 2014 is illustrated below.



* Planning areas as defined in the *Town of Wilton Comprehensive Plan*



Development Areas - Residential / Mixed Use

1- Mixed Use; 36 Apts, 18ksf Commercial
2- 46 Apts
3- 8 Condos
4- Mixed Use: 114 Apts, 16ksf Commercial
5- Mixed Use; 40 Apts, 19ksf Commercial
6- 12 Condos
7- 54 Undeveloped Lots (Approx.)
8- 17 Undeveloped Lots (Approx.)
9- 49 Undeveloped Lots (Approx.)
10- 13 Undeveloped Lots (Approx.)
11- 13 Undeveloped Lots (Approx.), 44 Proposed
12- 35 Undeveloped Lots (Approx.)
13- 60 Undeveloped Lots (Approx.)
14- 24 Undeveloped Lots (Approx.)
15- 31 Undeveloped Lots (Approx.)
16- 21 Undeveloped Lots (Approx.)
17- 40 Undeveloped Lots (Approx.)
18- 26 Undeveloped Lots (Approx.)
19- 27 Undeveloped Lots (Approx.)
20- 19 Undeveloped Lots (Approx.)
21- 50 SF and 346 Mult. Family, Proposal
22- 130 SF Proposal
23- 12 SF Proposal
24- 13 SF Proposal

Development - Commercial / Retail

A-100 KSF Retail
B-100 KSF Commercial
C-100 KSF Commercial
D-15 KSF Light Industry
E-100 KSF Office
F-100 KSF Commercial
G-100 KSF Commercial
H-15 KSF Retail
I- 140 KSF Mixed Commercial

Zoning Districts

- C-1 Commercial
- C-2 Business/ Light Industrial
- C-3 Commercial/ Light Industrial
- CR-1 Commercial/ Residential
- CR-2 Commercial/Residential 2
- CRT Composting/Recycling/Transfer
- H-1 Hamlet
- I-1 Industrial
- NYS State Lands
- PUDD Planned Unit Development
- R-1 Residential
- R-2 Residential 2
- R-3 Residential 3
- RB-1 Residential Business
- RM Mobile Home and Mobile Home Park
- SC Saratoga County Lands
- SD School District Lands
- TW Town of Wilton Lands

SIGNIFICANT PROJECT DEVELOPMENT 2015 - 2025

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FIGURE NO. 4

Athough Tracking bulding permits is not a direct measure of the development activity (ie one building permit might cover multiple new dwelling units) this data can be used to observe overall trends in development activity. The development activity has slowed considerable in the last five years although there has been a slight increase in both the commercial and residential activity in 2012 through 2014.

5.2 Development Forecast

Information pertaining to proposed and potential development sites was obtained from representatives of the Town's Planning and Engineering Department. Estimates of potential development were estimated to prepare a "snapshot" of the land use in the Town in the year 2025. Based on this information, potential development sites were identified and categorized based on the following residential and commercial (retail, office, light industrial etc.) land uses. The significant development potential in the Town is presented on Figure No. 4. The potential development identified consists of the following:

Residential Development

- 1084 single-family housing lots
- 602 apartment/condo units

Retail/Commercial Development

- 115,000 SF - Retail
- 693,000SF – Miscellaneous Commercial/Office

Industrial Development

- 15,000 SF – Light Industrial

Based on recent trends it's unlikely that all of this development would occur within the 10 year planning window between 2015 and 2025. Over the last five years the Town has issued and average of 38 building permits for residential construction and 35 permits for commercial construction.

5.3 Trip Generation

Site-generated trips for the new proposed and potential developments were individually estimated using the methodologies described in *Trip Generation 9th Edition*, published by the Institute of Transportation Engineers (ITE). To provide a range of impacts the trip generation calculations are presented for the full development potential identified as well as for 50% of the potential. A summary of individual site trips associated with the projected development based on land use type is provided in Table 2.

Table No. 2
Summary of Trip Generation Potential 2015-2025

Land Use Type	Full Potential		50% Potential	
	Daily	PM Peak Hour	Daily	PM Peak Hour
Residential: 1084 Single Family Homes 602 Condo/Apartments	14,300	1,460	7,150	728
Retail/Commercial: 115,00- sf Retail 693,000 sf Mixed Use	13,600	1,370	6,800	685
Industrial: 15,000 sf	45	6	23	3
Total	27,945	2,837	13,973	1,416

The trip generation estimates for each of the full individual potential developments, when added together, total approximately 28,000 new daily and 2800 new peak hour trips. However not all of these individual trips will be cumulatively added to the road network due to trip length, internal trips, shared origins and destinations and combined/pass-by trips. For the purposes of this planning study it is appropriate to focus on the 50% potential when forecasting futures needs and calculating mitigation fees.

5.4 Trip Distribution

The distribution of new trips was based in part on 2010 Census data compiled by the Capital District Regional Planning Commission (CDRPC) related to journey-to-work statistics for Saratoga County. Since a significant portion of the potential development sites are commercial/retail uses, site trip distribution was also based on nearby population centers. The following generalized trip distribution pattern was developed for the Town of Wilton:

- 10% to/from the east
- 5% to/from the west
- 20% to/from the north
- 65% to/from the south
- (includes Saratoga Springs)

Site trips associated with proposed and potential development were distributed through the study area roadway network using this distribution pattern.

5.5 Traffic Volume Projections

To determine the impacts of the projected development on the study area roadway network, traffic volumes were projected for the 2025 planning horizon. The projected 2020 Annual Average Daily Traffic (AADT) Volumes for key roadways within the Town of Wilton are listed in Table No. 3 along with the projected percent growth in traffic.

Table No. 3
Existing and Forecasted Traffic Volumes

ROADWAY	2009 AADT Volumes	2014 AADT volumes	Annual % Growth from 2009 - 2014	2025 forecasted AADT volumes	Forecasted Annual % Growth from 2015 -2025
Ballard Rd - I-87 to NYS 50	3800	4200	2.1%	5200	2.4%
Ballard Rd - Traver Rd to I-87	13500	13500	0.0%	14500	0.7%
Ballard Rd - Northern Pines Rd to Traver Rd	10900	6400	NA	7500	1.7%
Carr Rd - Northern Pines Rd to Jones Rd	7000	7100	0.3%	7500	0.6%
Corinth Mountain Rd - West of US 9	6300	3400	NA	3500	0.3%
Edie Rd - Louden Ave to NYS 50	900	1000	2.2%	1200	2.0%
Edie Rd - NYS 50 to Ballard Rd	2000	2100	1.0%	2300	1.0%
Gailor Rd - Northern Pines Rd to Traver Rd	1000	1100	2.0%	1300	1.8%
Gailor Rd - US 9 to Northern Pines Rd	900	1000	2.2%	1200	2.0%
Ingersoll Rd - NYS 50 to Louden Rd	2200	2300	0.9%	2500	0.9%
Ingersoll Rd - South of Louden Ave	1500	1500	0.0%	1700	1.3%
Jones Rd - I-87 to Carr Rd	8100	8300	0.5%	8700	0.5%
Jones Rd - NYS 50 to I-87	8500	8800	0.7%	10500	1.9%
Jones Rd - South of Smith Bridge Rd	4300	4000	-1.4%	4500	1.3%
Louden Rd - East of Edie Rd	1000	1000	0.0%	1100	1.0%
Louden Rd - Ingersoll Rd to Edie Rd	3000	3000	0.0%	3300	1.0%
Louden Rd - Weibel Ave to Ingersoll Rd	9300	4500	NA	4900	0.9%
Northern Pines Rd - Carr Rd to Traver Rd	4700	5800	4.7%	6200	0.7%
Northern Pines Rd - Gailor Rd to Ballard Rd	2000	1800	-2.0%	2300	2.8%
Northern Pines Rd - US 9 to Carr Rd	6100	6250	0.5%	7200	1.5%
Old Gick Road - NYS 50 to Perry Rd	4300	3400	NA	3800	1.2%
Old Gick Road - Perry Rd to Lowe's Dr	4800	3500	NA	4000	1.4%
Perry Rd - Old Gick Road to NYS 50	1000	1000	0.0%	1200	2.0%
Smith Bridge Rd - US 9 to Jones Rd	2600	2700	0.8%	3300	2.2%
Traver Rd - Gailor Rd to Ballard Rd	3200	3500	1.9%	4000	1.4%
Traver Rd - Northern Pines Rd to Gailor Rd	2600	3000	3.1%	3400	1.3%
Waller Rd - US 9 to Northern Pines Rd	2000	2000	0.0%	2500	2.5%
Weibel Ave - NYS Route 50 to Louden Road	no data	8700	NA	9600	1.0%
Worth Rd - US 9 to Northern Pines Rd	2600	2600	0.0%	2800	0.8%

Inspection of this data indicated traffic has grown moderately in recent years and the trend of moderate traffic growth is expected to continue through 2025.

5.6 Traffic Operations and Roadway Capacity

The existing and projected traffic volumes on each of the key roadway segment were compared to the roadway capacity. This comparison is presented below in Table No. 4.

Table No. 4

Existing and Forecasted Roadway Capacity

ROADWAY	2014 Existing AADT Volumes	2025 Forecasted AADT Volumes	% of Desired Capacity Used		Peak Hour Capacity *
			2014	2025	
Ballard Rd - I-87 to NYS 50	4200	5200	17%	21%	2500
Ballard Rd - Traver Rd to I-87	13500	14500	54%	58%	2500
Ballard Rd - Northern Pines Rd to Traver Rd	6400	7500	26%	30%	2500
Carr Rd - Northern Pines Rd to Jones Rd	7100	7500	57%	60%	1250
Corinth Mountain Rd - West of US 9	3400	3500	34%	35%	1000
Edie Rd - Louden Ave to NYS 50	1000	1200	10%	12%	1000
Edie Rd - NYS 50 to Ballard Rd	2100	2300	21%	23%	1000
Gailor Rd - Northern Pines Rd to Traver Rd	1100	1300	11%	13%	1000
Gailor Rd - US 9 to Northern Pines Rd	1000	1200	10%	12%	1000
Ingersoll Rd - NYS 50 to Louden Rd	2300	2500	23%	25%	1000
Ingersoll Rd - South of Louden Ave	1500	1700	15%	17%	1000
Jones Rd - I-87 to Carr Rd	8300	8700	66%	70%	1250
Jones Rd - NYS 50 to I-87	8800	10500	70%	**84%**	1250
Jones Rd - South of Smith Bridge Rd	4000	4500	40%	45%	1000
Louden Rd - East of Edie Rd	1000	1100	10%	11%	1000
Louden Rd - Ingersoll Rd to Edie Rd	3000	3300	30%	33%	1000
Louden Rd - Weibel Ave to Ingersoll Rd	4500	4900	45%	49%	1000
Northern Pines Rd - Carr Rd to Traver Rd	5800	6200	46%	50%	1250
Northern Pines Rd - Gailor Rd to Ballard Rd	1800	2300	18%	23%	1000
Northern Pines Rd - US 9 to Carr Rd	6250	7200	50%	58%	1250
Old Gick Road - NYS 50 to Perry Rd	3400	3800	34%	38%	1000
Old Gick Road - Perry Rd to Lowe's Dr	3500	4000	35%	40%	1000
Perry Rd - Old Gick Road to NYS 50	1000	1200	10%	12%	1000
Smith Bridge Rd - US 9 to Jones Rd	2700	3300	27%	33%	1000
Traver Rd - Gailor Rd to Ballard Rd	3500	4000	35%	40%	1000
Traver Rd - Northern Pines Rd to Gailor Rd	3000	3400	30%	34%	1000
Waller Rd - US 9 to Northern Pines Rd	2000	2500	20%	25%	1000
Weibel Ave - NYS Route 50 to Louden Road	8700	9600	35%	38%	2500
Worth Rd - US 9 to Northern Pines Rd	2600	2800	26%	28%	1000

*1000 vph for 2 lane highways, 1250 vph for 2 lane highways with managed left turn lanes, 2500 vph for 4 lane highways

Inspection of Table No. 4 indicates all town roadway segments are operating within the calculated desired capacity indicating minimal traffic delays. The segment of Jones Road from the I-87 overpass to NY Route 50 has the highest percent of desired capacity used; 70 % in 2014 and forecasted to 84% in 2025. The most significant traffic delays on Town roadways are experienced at a few intersections notably at Carr Road and Jones Road and Carr Road and Northern Pines Road. Previous Traffic Study updates have identified the peak hour Levels of Service to be mostly within acceptable ranges (LOS D or better) with most delays being experienced at left turns on minor streets.

6.0 NON MOTORIZED TRANSPORTATION

6.1 Previous initiatives

Figure No. 5 presents the current Town of Wilton "Pathways Plan" as presented on the Towns 2007 Open Space Recreation and Pathways Plan. This plan highlights the existing paths available for bicyclists and illustrates a number of on and off road opportunities for additional accommodations. Chapter 5 of the written plan "Pathways" is attached as appendix "B".

In 2008 The Town began planning for an off road path along Jones, Carr and Northern Pines Roads (known as the Gavin Park Neighborhood path) but the project was dropped when adjacent property owners expressed concerns.

The 2009 update to the Town wide traffic study presented several recommendations for addressing non-motorized transportation including construction pedestrian facilities in the Old Gick Road/ Perry Road Lowes Drive area, the Gavin Park Neighborhood path and pedestrian improvements along Weibel Ave.

6.2 Potential Cross Section Improvements

One strategy for creating safe options for non-motorized travel throughout the Town is to reconfigure the existing pavement width on local and collector streets to narrow the travel lanes for vehicles and provide wider shoulders for pedestrians and bicyclists. An illustrative example is presented in Figure No. 6. In this example a typical Town road having a 28 foot wide paved area is currently striped to provide two 12 foot wide travel lanes and 2 foot shoulders at each roadway edge. This existing pavement width could be reconfigured to provide 10 foot wide travel lanes and 4 foot wide shoulders which would provide a useable area for pedestrians and bicyclists. Reducing the travel lanes from 12 foot to 10 foot wide could also have traffic calming effect on motorists resulting in reduces speeds thereby further increasing safety for pedestrians and bicyclists.

Where the existing pavement on towns roads are too narrow to provide 4 foot shoulders and 10 foot travel lanes, additional width could be provided as part of a resurfacing project. Figure No.

7 illustrates an existing 22 foot wide Town road with no shoulders a proposed improvement concept to provide a 28 foot wide cross section including 10 foot travel lanes and 4 foot shoulders. Other roadway features such as drainage ditches, culverts, guiderail and the available ROW need to be considered as part of any roadway reconstruction.

Possible Route of Proposed County Water Line
Wilton-Gansevoort Rd
Ballard Road Elementary School
Ballard Rd
Dimmick Rd
Saratoga PLAN
Traver Rd
Ernst Rd
Gailor Rd
Route 9
Worth Rd
Jones Rd
Gavin Park
Dorothy Nolan Elementary School
Maple Ave Middle School
City
Opdahl Farm
Wilton Rod & Gun Club
Scout Rd
Camp Saratoga
Old Gick Farm
Neilman Parcel
Ruggles Rd
Edie Rd
NYS
P
T
C
TNC

FIGURE 5

Legend

Trails

- Existing "Signed" On Road Bike Lane
- Proposed "Signed" On Road Bike Lane
- Existing On Road, No Improvements
- Existing On Road, Paved Shoulder
- Proposed On Road, Paved Shoulder
- Existing Off Road, Soft Surface
- Proposed Off Road
- DEC Public Fishing Rights Easement Right Bank
- DEC Public Fishing Rights Easement Left Bank
- Municipal Boundary
- Hamlet Boundaries
- 2004 Tax Parcels
- Wilton Wildlife Park & Preserve Study Area
- Current Trail
- Proposed Open Space
- Open Space
- Parking

Pathways Plan
Town of Wilton
Figure 5-1

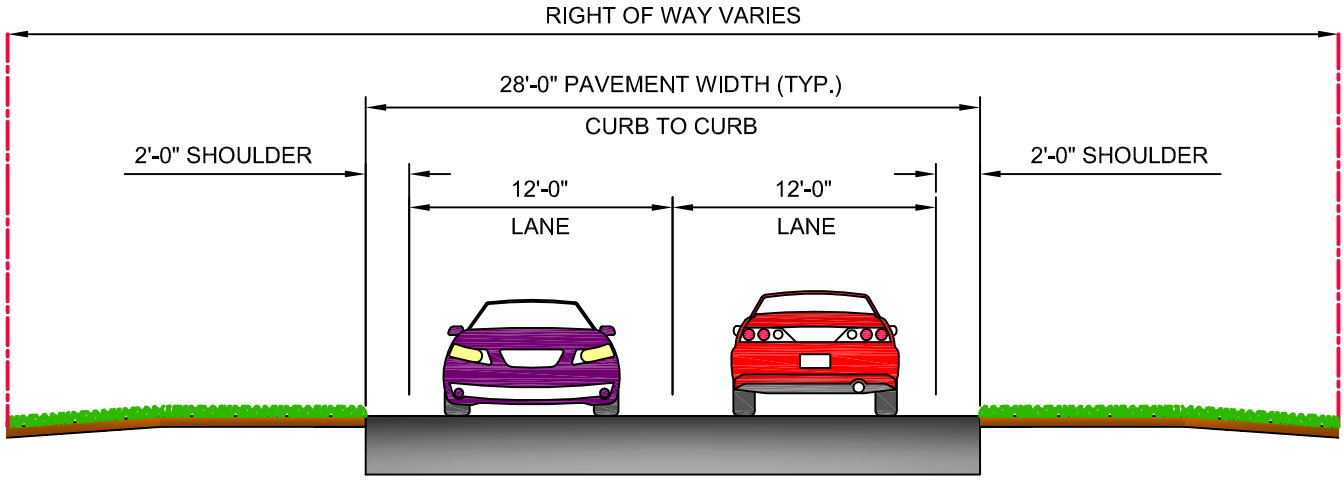
the LA group
Landscape Architecture and Engineering, P.C.
40 Long Alley
Saratoga Springs
New York 12866
Tele: 518-587-8100

North
1" = 3,000'

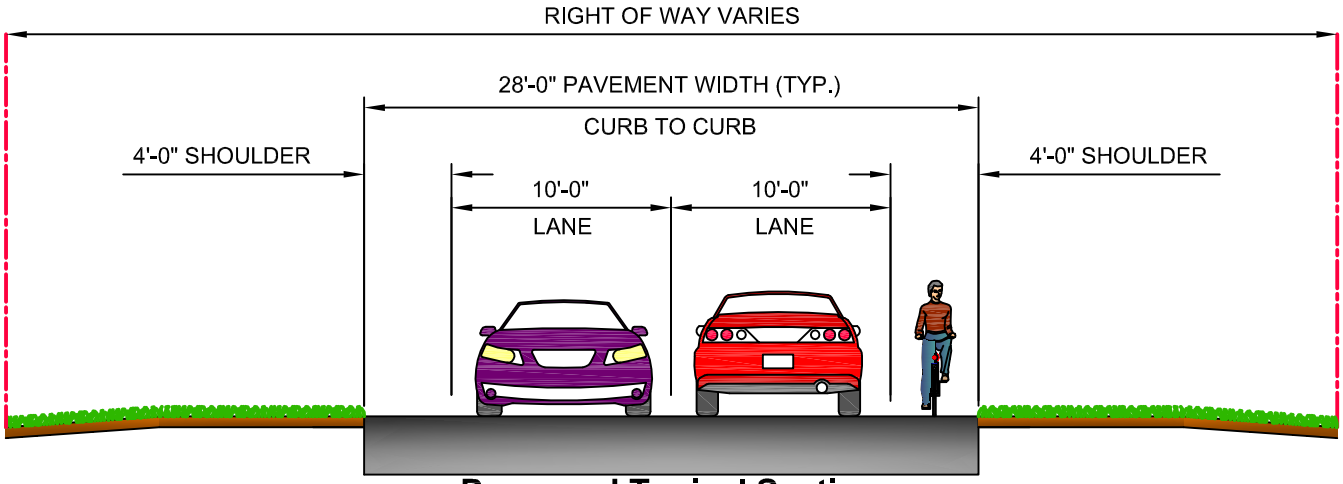
0 1,500 3,000 6,000 Feet

March 27, 2007

Z:\Proj-05\05018\gis\Edits_0107



Existing Roadway Section



Proposed Typical Section
To Accommodate Non-Motorized Users

PAVEMENT RESTRIPING OPTION

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TOWN OF WILTON, NEW YORK

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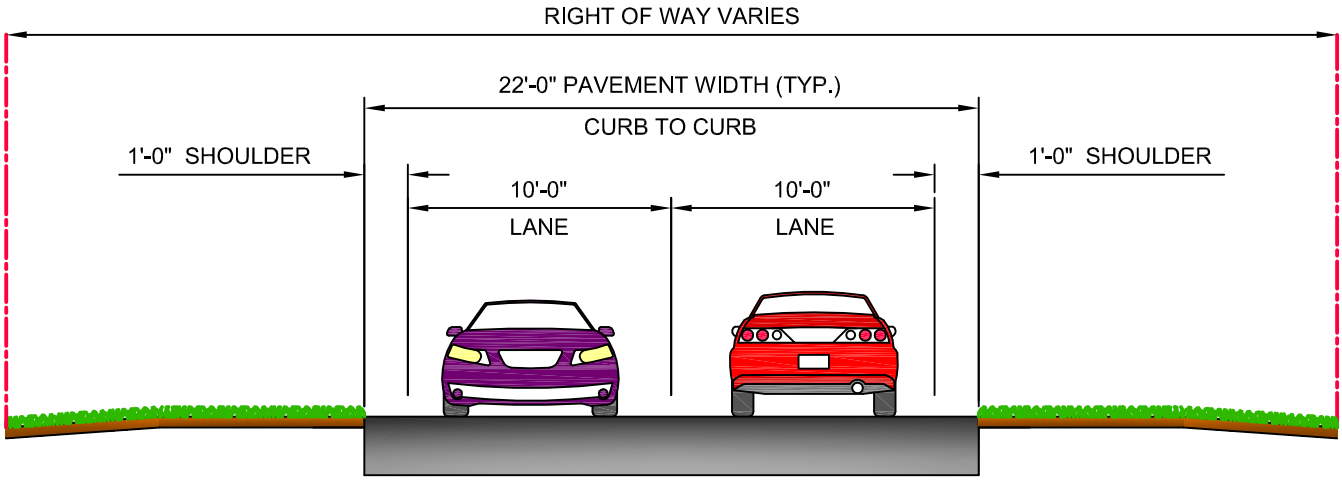
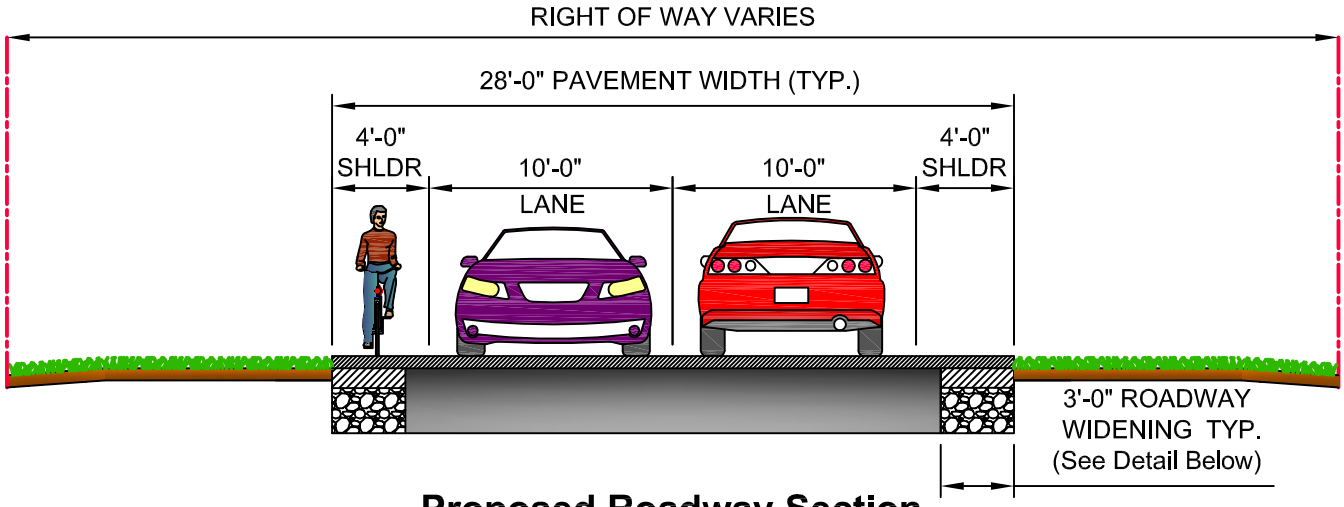
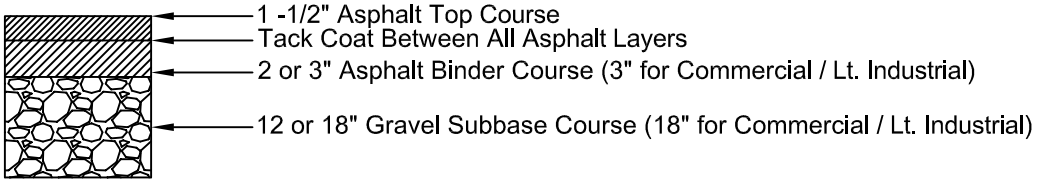
FIGURE NO. 6



Existing Roadway Section



Proposed Roadway Section
To Accommodate Non-Motorized Users



NOTE: ANY SHOULDER WIDENING MUST ADDRESS ITEMS SUCH AS SIDE SLOPES, DRAINAGE DITCHES, CULVERTS, GUIDERAILS, DRIVEWAYS, SIGNS, ETC.

PAVEMENT WIDENING OPTION

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TOWN OF WILTON, NEW YORK

PROJECT NO. 2014028.00

FIGURE NO. 7

7.0 IMPROVEMENT PLAN

A traffic/roadway improvement plan was developed to address the needs identified from a review of the projected 2025 conditions. The improvement plan identifies a series of actions required to address traffic operations, safety, non-motorized transportation needs and policy/planning recommendations. Implementation costs where shown account for planning design and construction costs if applicable.

7.1 Operational and Safety Improvements

Jones Road at the Stewarts Entrance

Jones Road along the Stewarts frontage in this area provides a short left-turn storage lane at the Stewarts access. The current layout provides lane transitions that are substandard for the operating speed. It is recommended that the existing geometry and cross section be improved in this area to provide longer transitions and tapers. *Estimated Cost: $50,000*

Carr Road and Northern Pines Road

This intersection experiences peak hour traffic delays and had 10 crashes in the last 3 years indicating a study of potential corrective actions, including the possible installation of a traffic signal or a mini roundabout if warranted. *Estimated Cost: Study $5,000, -Implementation $100,000 (if a traffic signal).*

Carr Road and Jones Road

This intersection experiences peak hour traffic delays and had 12 crashes in the last 3 years indicating a study of potential corrective actions, including the possible installation of a traffic signal if warranted. *Estimated Cost: $5,000, Implementation - $10,000 (assume no signal warranted)*

Gurn Springs Road and Dimmick Road

Review existing sight distance and signing. Make traffic engineering improvements as needed to address crash history. *Estimated Cost: $5,000.*

US Route 9 and Northern Pines Road

Ask NYSDOT to review crash history at this location. The total number of crashes (12 in 3 years) and the high occurrence of rear end crashes (75% of the total crashes) warrants a review of the traffic signal which is under NYSDOT jurisdiction. *Estimated Cost: $0*

Annual Safety Investigation

Allocate a portion of the traffic mitigation funds towards identifying and implementing safety improvements at the Safety Priority Locations identified in Chapter 3. Improvements could include signing, sight distance improvements or other actions. *Estimated Cost: $10,000/year*

7.2 Non-Motorized Transportation

Identify Priorities

Confirm or modify the actions identified in the "Pathways Plan" presented in the 2007 "Open Space, Recreation and Pathways Plan" report. Possible establishment of a Town "Trails Committee" to guide this effort and to capitalize on funding opportunities and other local initiatives such as the Saratoga "Greenbelt Plan". *Estimated Cost $0*

Gavin Park Neighborhood Path

Study implementable alternatives to providing a non-motorized path along Jones Road, Carr Road and Northern Pines Road that minimizes impacts to property owners. *Estimated Cost $20,000*

Improved Shoulders

Supplement the existing paving fund to provide the means to improve shoulders (4 foot min width) along key Town roads. Figures No. 6 and No. 7 provide examples of treatments that could be provided. *Estimated Cost $100,000/year*

Lowes Drive Pedestrian Network

Providing a safe pedestrian connection between the existing residential areas along Old Gick Road and the retail area along Lowes Drive (Walmart, The Shoppes at Wilton etc.) would provide more opportunities for shopping and employment for residents in the Old Gick Road neighborhoods that do not drive. A short connection between Lowes Drive and Palm Drive would provide a connection to the Pyramid Pines neighborhood. A more substantial connection between Lowe's Drive and Old Gick Road would also serve the Paddocks apartment complex. *Estimated Cost: Palm Drive - $10,000; Gick Road - $ $100,000*

Annual Non-Motorized Transportation Fund

Establish a fund with transportation mitigation fees to advance non-motorized initiatives in the Town. Example actions could include: plans and studies, construction of new facilities or purchase of key properties needed. *Estimated Cost $10,000/year*

7.3 Policy/Planning Initiatives

NYS Route 50 Corridor

Increases in traffic volume along the NYS Route 50 corridor within the Town of Wilton in the projected 2025 conditions are anticipated to significantly impact operations within the corridor. Although impacts to the NYS Route 50 corridor associated with increased traffic fall under state jurisdiction, the resulting impacts to intersecting local roadways are the responsibility of the Town. Therefore, it is recommended that funds be allocated for contributions to future corridor studies of NYS Route 50 within town borders. These funds could be used to help secure additional funds from the Capital District Transportation Committees linkage program and could represent the Towns share of specific study to address the longer-term strategies for NY Route 50. These studies could also address the long term options for improving traffic operations at in the NY Route 50/Jones Road/ Gick Road/Ingersoll Road area. *Estimated Cost: $50,000*

Traffic Monitoring

A program to collect traffic volume and speed data on town roads is recommended to provide the Town with current data to help plan roadway improvements and speed enforcement. *Estimated Cost: $5,000/year*

8.0 PRIORITIZATION OF IMPROVEMENTS

A five-year plan was developed to prioritize and generate estimated costs for potential improvements identified in this report. A summary of the improvement priority and costs is given in Table No. 5. Including the annual recurring costs of $125,000 each year, the total five year plan cost is $980,000.

TABLE NO. 5
FIVE-YEAR PRIORITIZATION PLAN

Program Year	Improvement(s)	Estimated Cost
1ST	Study Carr and Northern Pines Road	$5,000
	Gurn Springs/Dimmick Road Safety Improvement	$5,000
	Study Gavin Path Alternatives	$20,000
	Study Carr and Jones Road	$5,000
	Identify Non Motorized Priorities	$0
	Contact NYSDOT Re; Route 9 and Northern Pines Road	$0
	Annual Costs	$125,000
2ND	Jones Road at Stewarts Entrance	$50,000
	Annual Costs	$125,000
3RD	Carr and Northern Pines Road Improvement	$100,000
	Carr and Jones Improvement	$10,000
	Annual Costs	$125,000
4TH	Lowes Drive Ped access to Palm Drive	$10,000
	Route 50 Planning contribution	$50,000
	Annual Costs	$125,000
5TH	Lowes Drive Ped access to Old Gick	$100,000
	Annual Costs	$125,000
	Total	**$980,000**

9.0 MITIGATION FEES

The Town of Wilton currently uses a fee schedule based on land use and unit size to assess the traffic mitigation fees for the impacts associated with development. The schedule was most recently revised in 2006 to add additional land uses. A review of the development activity improvement initiatives, estimated costs and five year plan has indicated that no changes to the fee schedule are required at this time. The schedule is presented in Table No. 6.

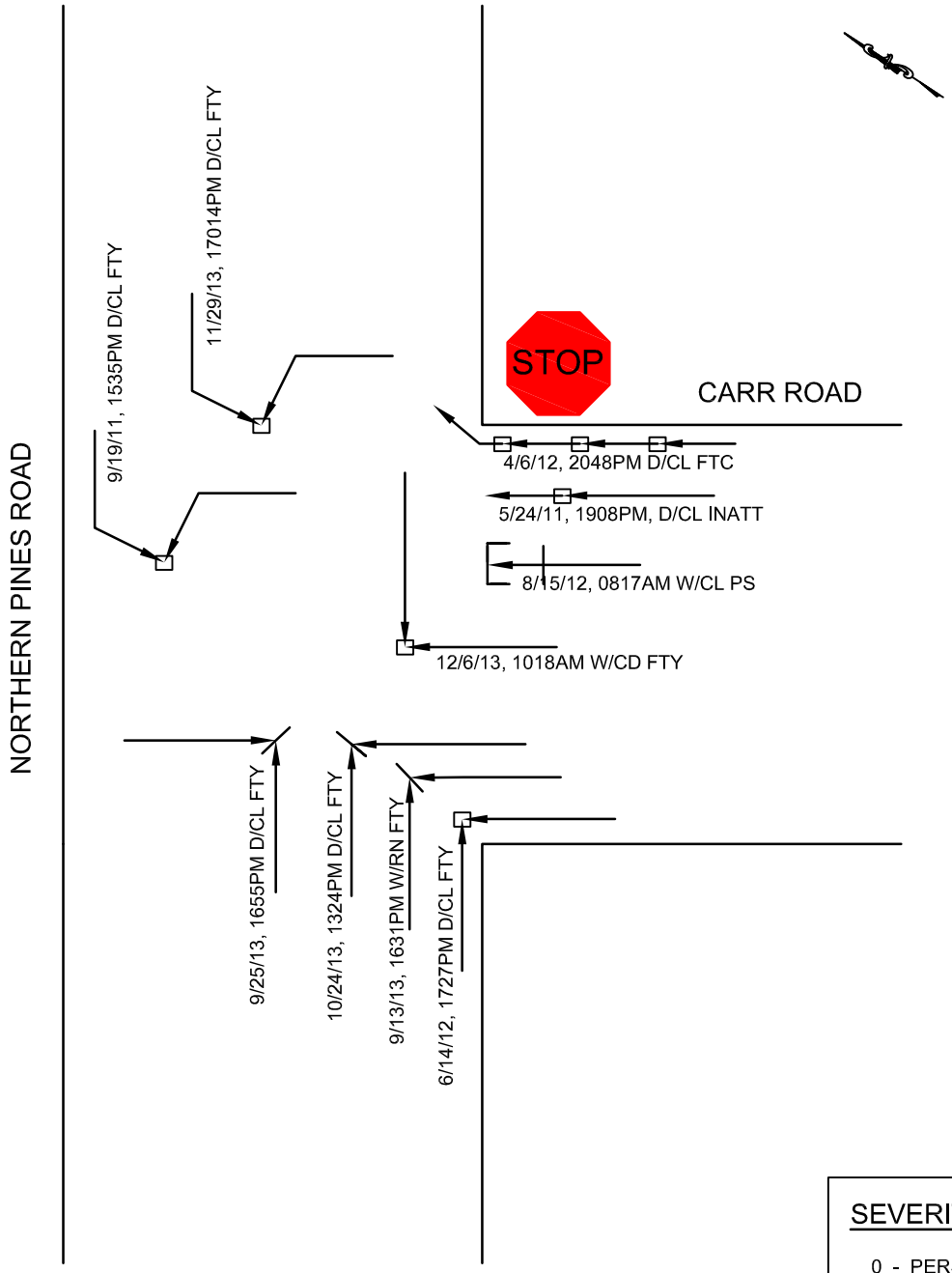
TABLE NO. 6
CURRENT FEE SCHEDULE
FOR TRAFFIC MITIGATION

Land Use	Mitigation Fees
Residential (single-family)	$524/unit
Residential (apartments)	$330/unit
Residential (condominiums)	$300/unit
Assisted Living Facility	$110/Bedroom
Senior Living	$524/unit
Hotel	$343/room
Industrial/Commercial	$0.50/sq. ft.
Office	$0.78/sq. ft.
Retail	$1.30/sq. ft.
Service	$0.86/sq. ft.
Self-Storage Units	$0.14/sq. ft.

10.0 CONCLUSIONS

Although development activity has slowed in recent years, there is still significant development interest and potential in the Town of Wilton. However, traffic growth on Town roadways has been moderate in recent years and this trend is expected to continue in the foreseeable future. Accordingly, this update to the Towns Traffic Planning Study considered actions to address safety and non-motorized transportation as an effective use of traffic mitigation funds. Of the 13 total actions identified, 6 address operation/safety needs, 5 address non-motorized transportation and the remaining 2 are policy/planning initiatives. Advancing these initiatives will help achieve the Towns goal of providing a safe and efficient transportation system for all residents in the Town.

APPENDIX A
COLLISION DIAGRAMS



SEVERITY SUMMARY

0 - PERSONAL INJURY
4 - PROPERTY DAMAGE
6 - NON-REPORTABLE
10 - TOTAL

TYPE SUMMARY

7 - RIGHT ANGLE
2 - REAR END
1 - FIXED OBJECT
10 - TOTAL

LEGEND

FTY- FAILURE TO YIELD
INATT- INATTENTIVE
FTC- FOLLOW TOO CLOSELY
PS-PAVMENT SLIPPERY
D- DRY PAVEMENT

W- WET PAVEMENT
CL- CLEAR
CD- CLOUDY
PROPERTY DAMAGE
FIXED OBJECT

NON-REPORTABLE
PERSONAL INJURY

COLLISION DIAGRAM: N. PINES ROAD & CARR ROAD

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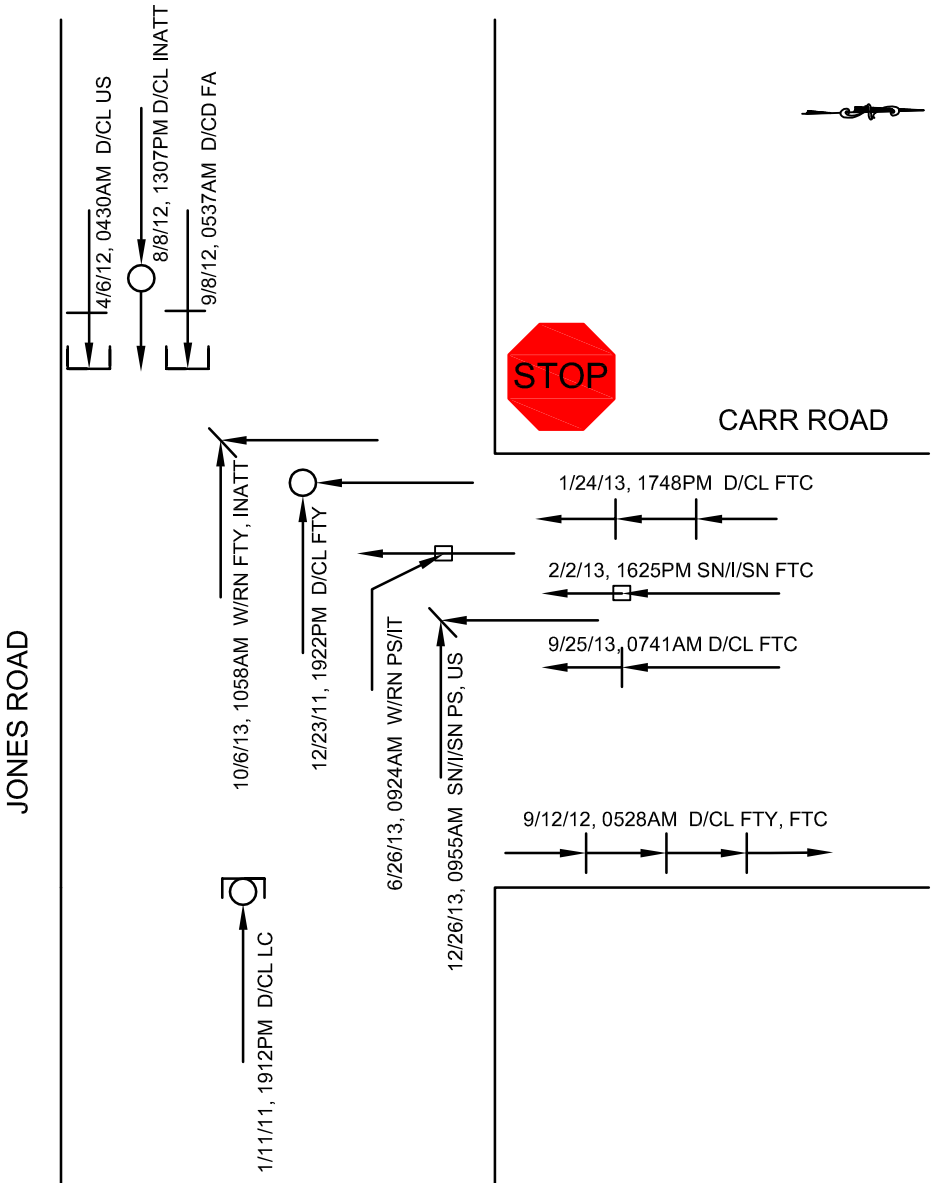
TOWN OF WILTON, NEW YORK

PROJECT NO. 2014028.00

FIGURE NO. CD-1



SEVERITY SUMMARY

3 - PERSONAL INJURY
7 - PROPERTY DAMAGE
2 - NON-REPORTABLE
12 - TOTAL

TYPE SUMMARY

3 - RIGHT ANGLE
5 - REAR END
4 - FIXED OBJECT
12 - TOTAL

LEGEND

FTY- FAILURE TO YIELD
INATT- INATTENTIVE
FTC- FOLLOW TOO CLOSELY
IT- IMPROPER TURNING
US- UNSAFE SPEED

LC- LOST CONSCIENCE
PS- PAVEMENT SLIPPERY
W- WET PAVEMENT
D-DRY PAVEMENT
SN/I- SNOW/ICE

SN- SNOW
CL- CLEAR
R- RAIN
CD- CLOUDY
— PROPERTY DAMAGE

O PERSONAL INJURY
□ NON-REPORTABLE
[FIXED OBJECT

COLLISION DIAGRAM: JONES ROAD & CARR ROAD

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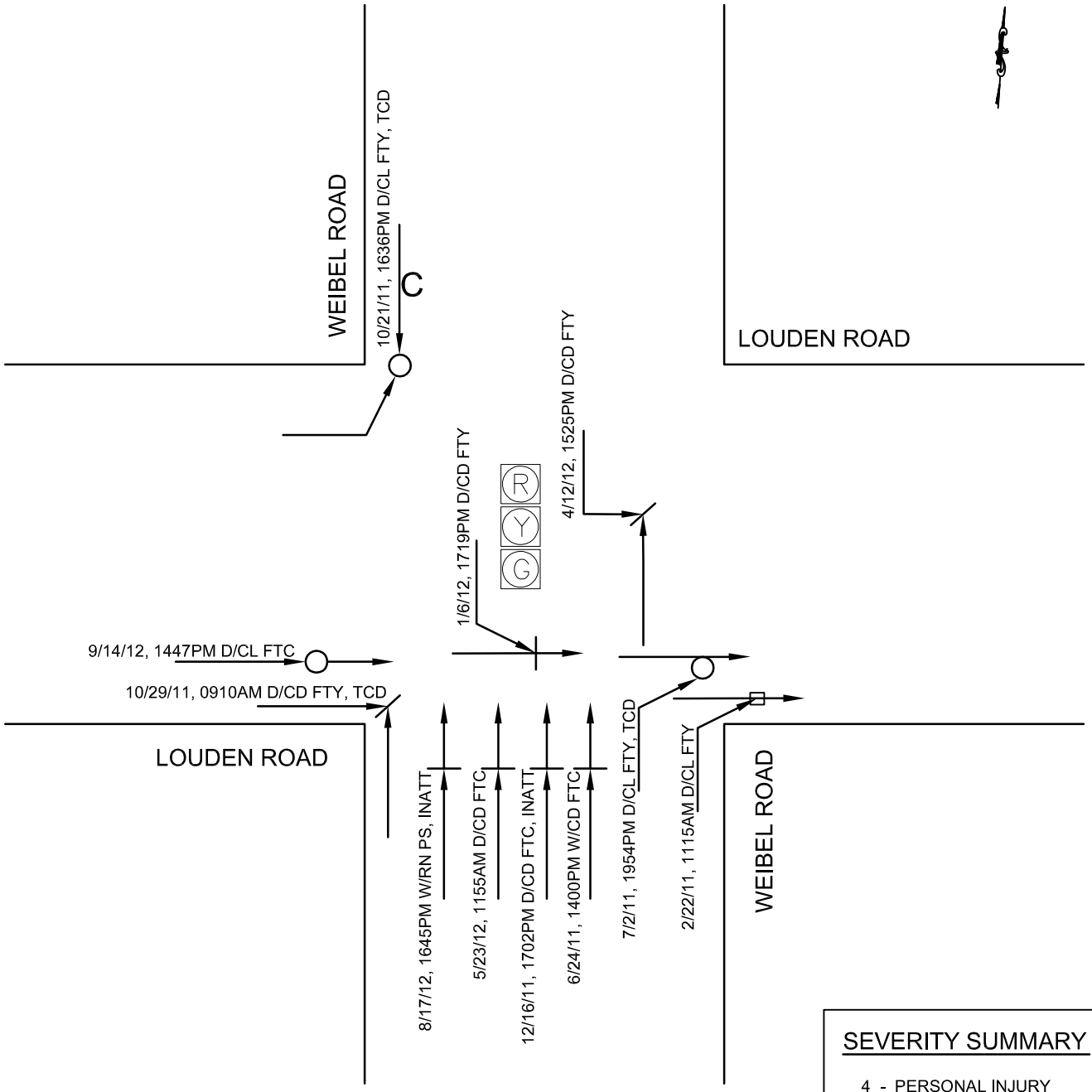
PROJECT NO. 2014028.00

FIGURE NO. CD-2



SEVERITY SUMMARY

4 - PERSONAL INJURY
10 - PROPERTY DAMAGE
4 - NON-REPORTABLE
18 - TOTAL

TYPE SUMMARY

7 - RIGHT ANGLE
8 - REAR END
2 - FIXED OBJECT
1 - SIDE SWIPE
18 - TOTAL

SEE FIGURE CD-3B FOR ADDITIONAL INFORMATION

LEGEND

FTY- FAILURE TO YIELD
INATT- INATTENTIVE
FTC- FOLLOW TOO CLOSELY
TCD- TRAFFIC CONTROL DISREGARDED
PS- PAVEMENT SLIPPERY
PS- PAVEMENT SLIPPERY
D- DRY PAVEMENT
W- WET PAVEMENT
CL- CLEAR
CD- CLOUDY
RN- RAIN
O PERSONAL INJURY
— PROPERTY DAMAGE
□ NON-REPORTABLE
C- CYCLIST

COLLISION DIAGRAM: WEIBEL ROAD & LOUDEN ROAD

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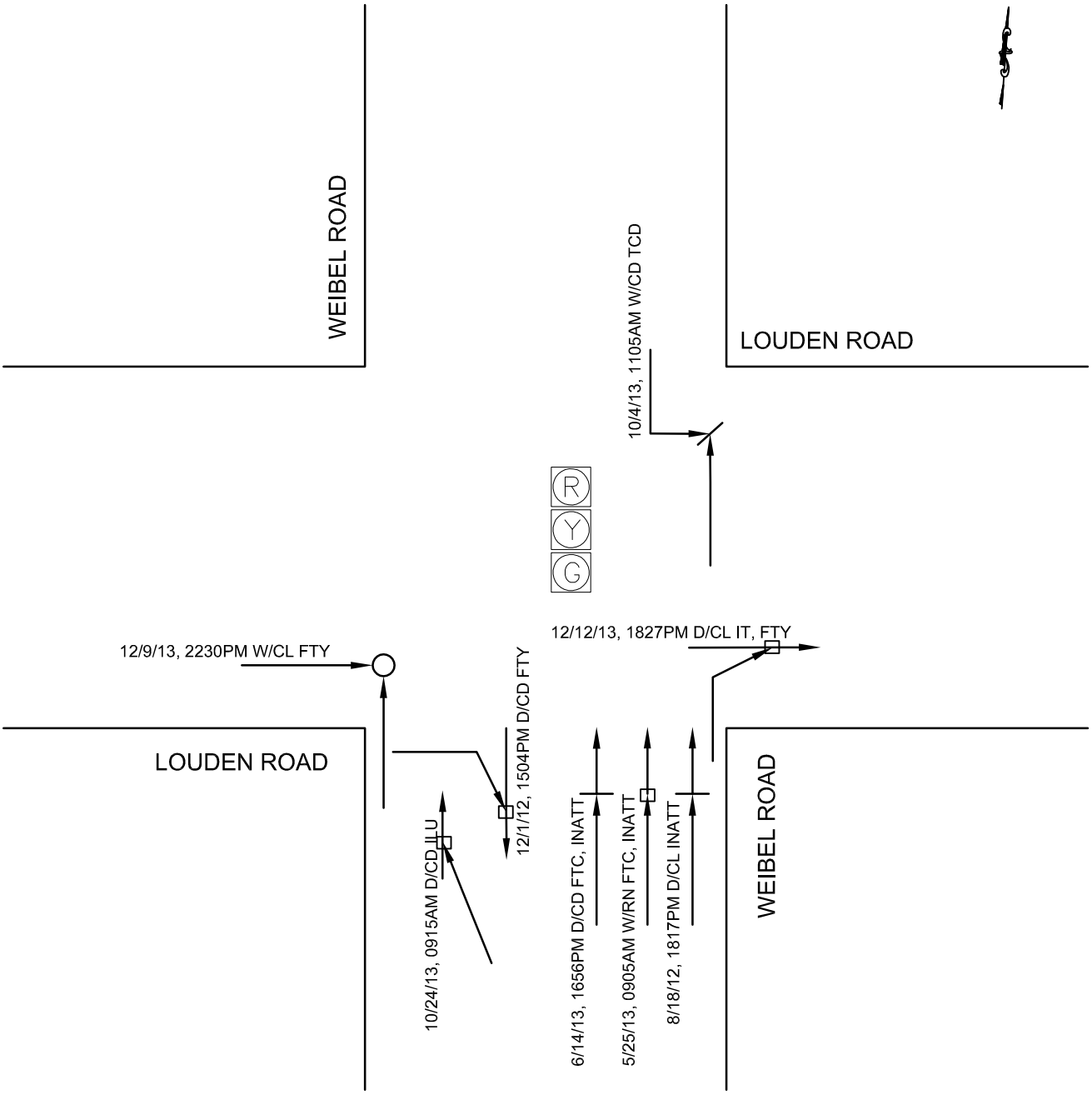
TOWN OF WILTON, NEW YORK

PROJECT NO. 2014028.00

FIGURE NO. CD-3A



LEGEND

FTY- FAILURE TO YIELD	ILU- IMPROPER LANE USAGE	RN- RAIN
INATT- INATTENTIVE	D- DRY PAVEMENT	O PERSONAL INJURY
FTC- FOLLOW TOO CLOSELY	W- WEY PAVEMENT	— PROPERTY DAMAGE
IT- IMPROPER TURNING	CL-CLEAR	[FIXED OBJECT
TCD- TRAFFIC CONTROL DISREGARDED	CD- CLOUDY	□ NON-REPORTABLE

COLLISION DIAGRAM: WEIBEL ROAD & LOUDEN ROAD

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TOWN OF WILTON, NEW YORK

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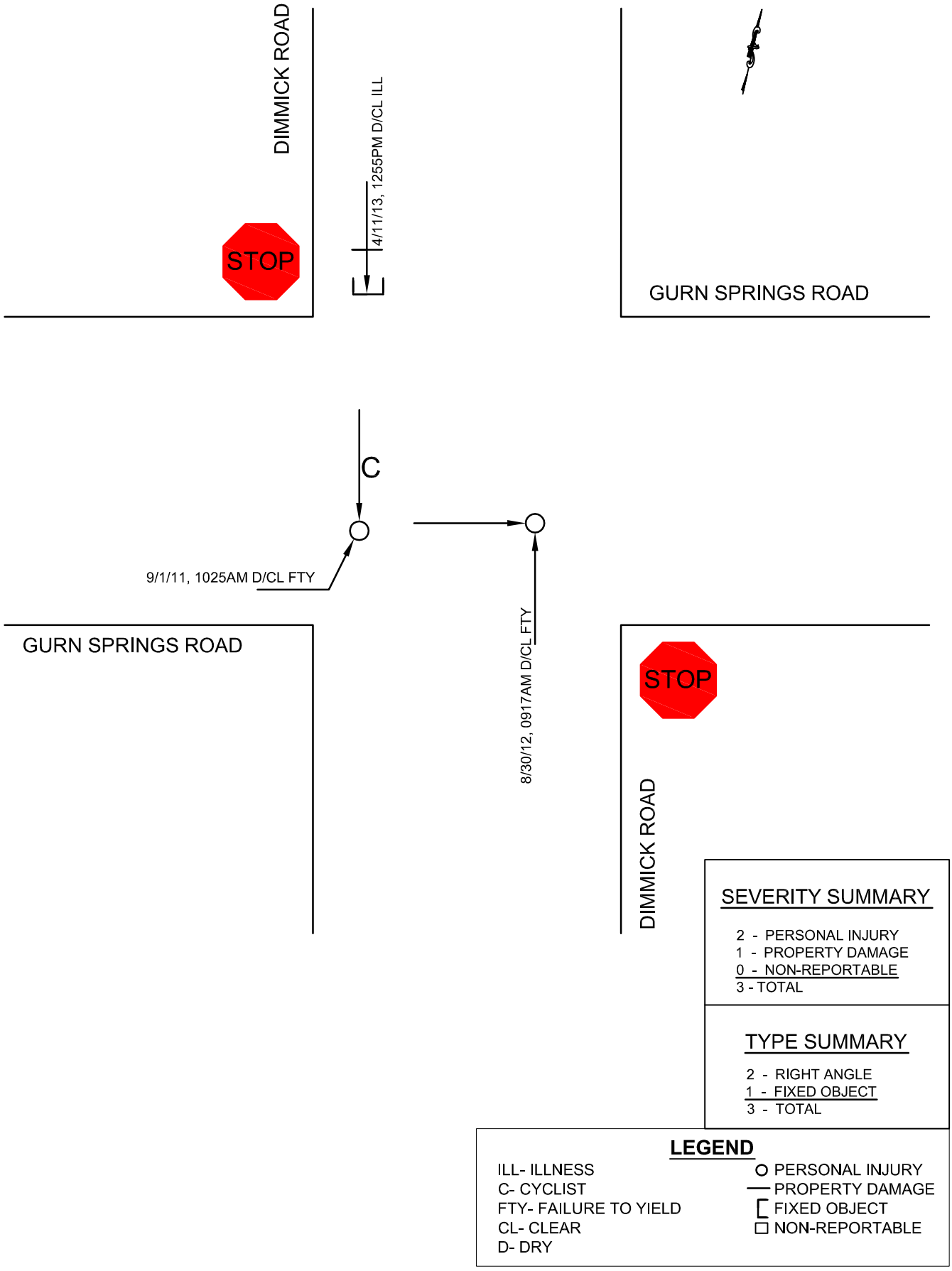
FIGURE NO. CD-3B



COLLISION DIAGRAM: GURN SPRINGS RD & DIMMICK RD

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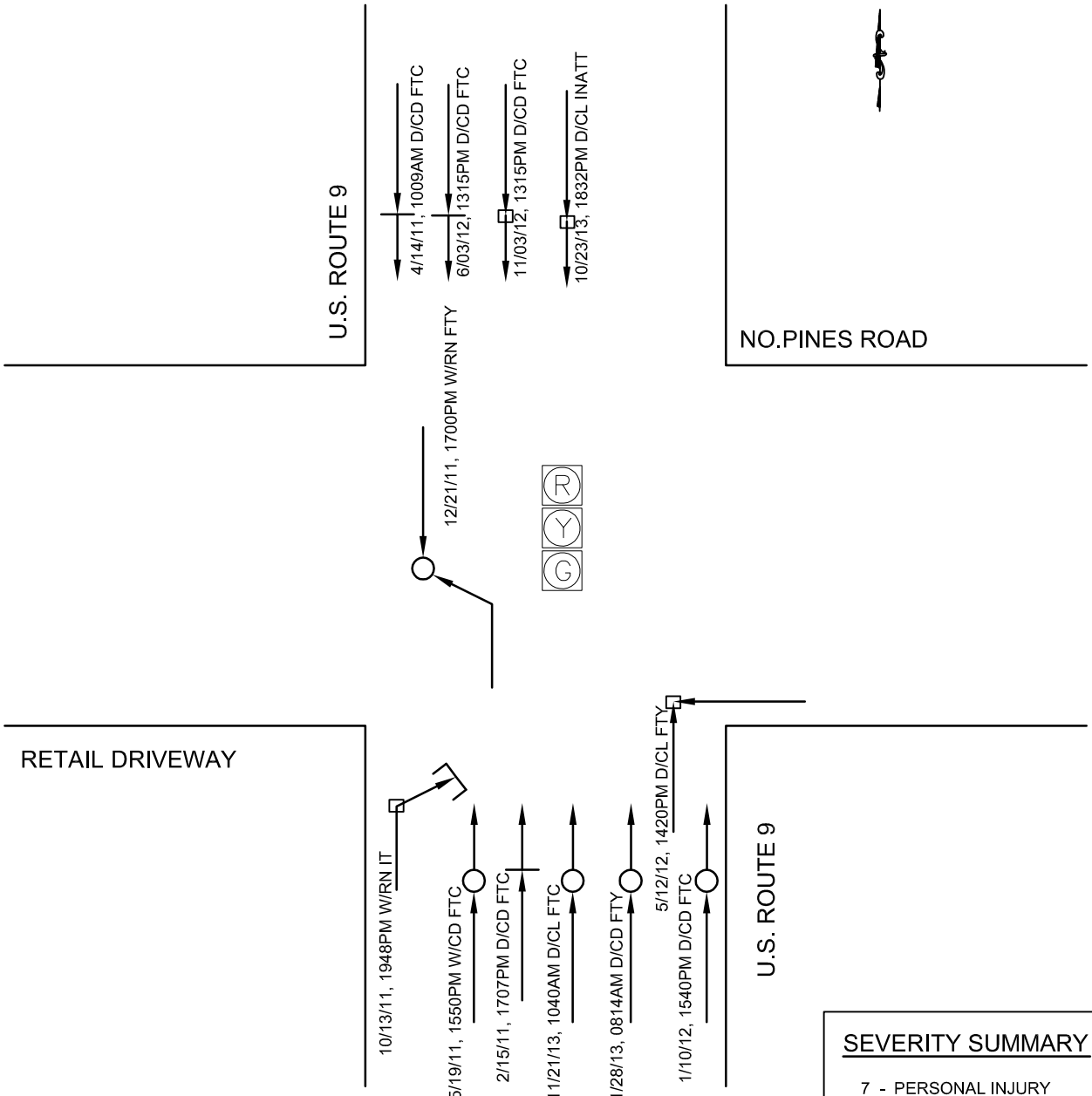
TOWN OF WILTON, NEW YORK

PROJECT NO. 2014028.00

FIGURE NO. CD-4



SEVERITY SUMMARY

7 - PERSONAL INJURY
5 - PROPERTY DAMAGE
6 - NON-REPORTABLE
18 - TOTAL

TYPE SUMMARY

1 - RIGHT ANGLE
14 - REAR END
1 - LEFT TURN
1 - FIXED OBJECT
18 - TOTAL

SEE FIGURE 5B FOR MORE INFORMATION

LEGEND

FTY- FAILURE TO YIELD
INATT- INATTENTIVE
FTC- FOLLOW TOO CLOSELY
IT- IMPROPER TURNING
D- DRY PAVEMENT
RN- RAIN
W- WET PAVEMENT
CL- CLEAR
CD- CLOUDY
PROPERTY DAMAGE
FIXED OBJECT
PERSONAL INJURY
NON-REPORTABLE

COLLISION DIAGRAM: U.S. ROUTE 9 & N. PINES ROAD

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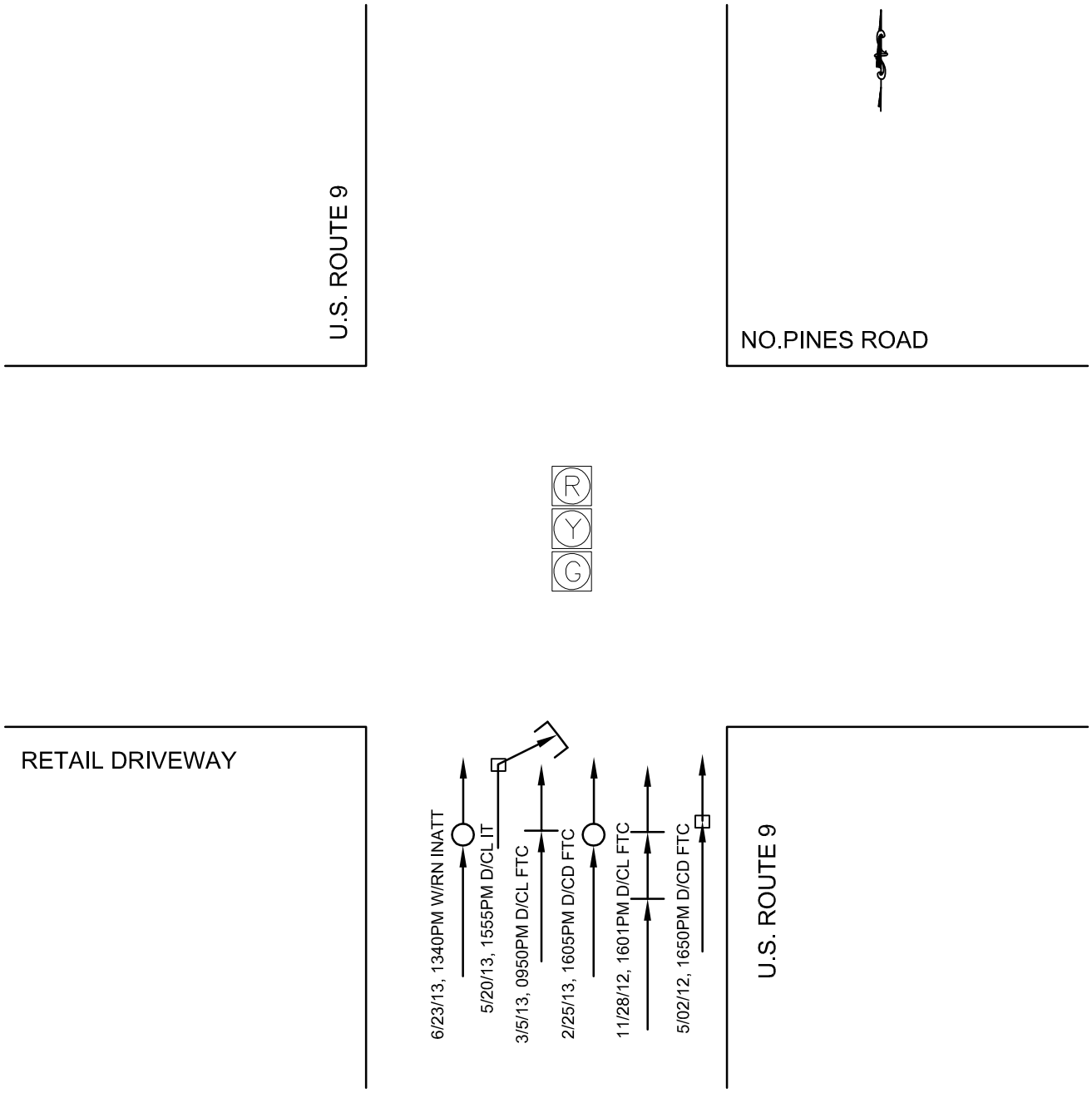
TOWN OF WILTON, NEW YORK

PROJECT NO. 2014028.00

FIGURE NO. CD-5A



LEGEND

FTY- FAILURE TO YIELD	RN- RAIN	FIXED OBJECT
INATT- INATTENTIVE	W- WET PAVEMENT	PERSONAL INJURY
FTC- FOLLOW TOO CLOSELY	CL- CLEAR	NON-REPORTABLE
IT- IMPROPER TURNING	CD- CLOUDY	
D- DRY PAVEMENT	PROPERTY DAMAGE	

COLLISION DIAGRAM: U.S. ROUTE 9 & N. PINES ROAD

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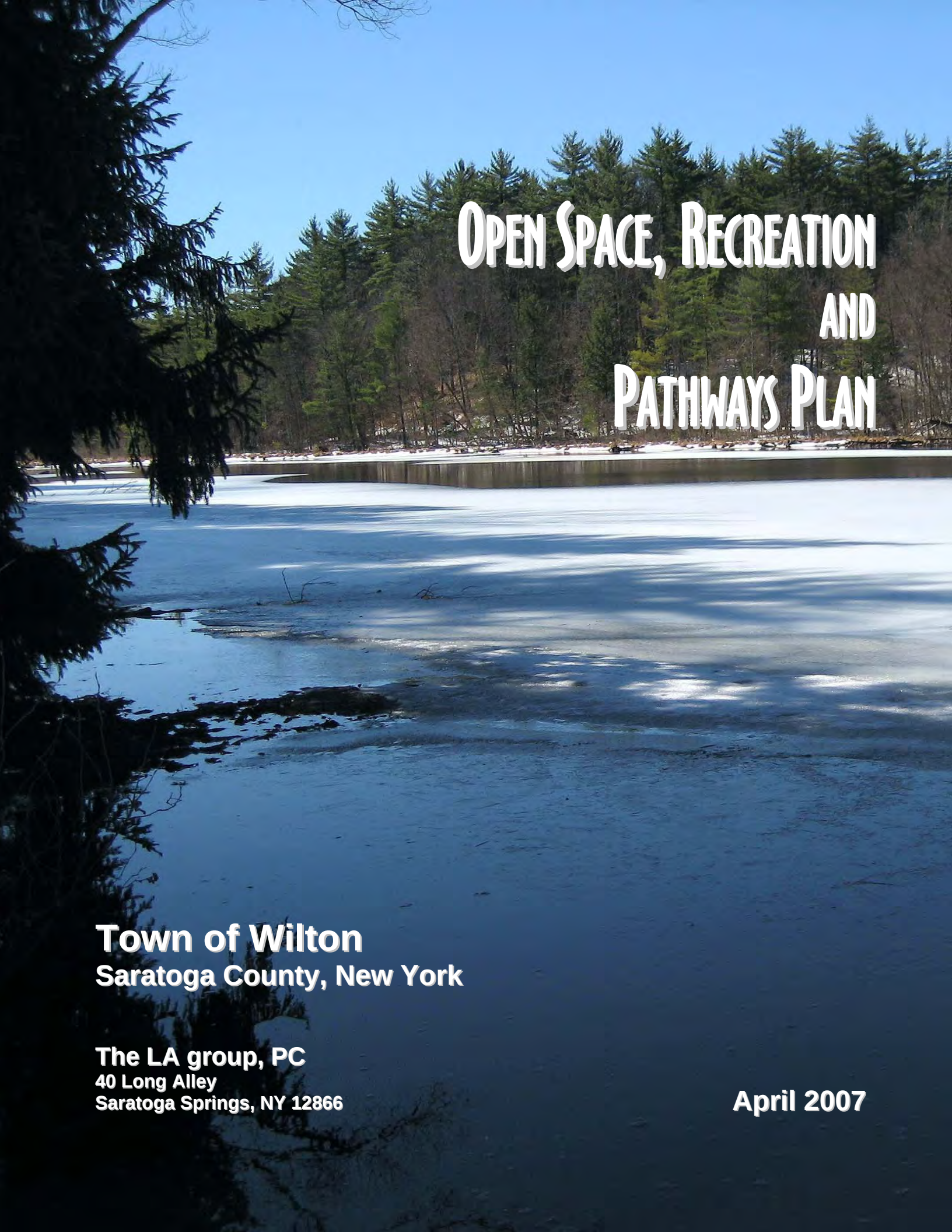
TOWN OF WILTON TRAFFIC STUDY; 2015 UPDATE
TOWN OF WILTON, NEW YORK

PROJECT NO. 2014028.00

FIGURE NO. CD-5B

APPENDIX B

NON-MOTORIZED TRANSPORTATION PLAN



Open Space, Recreation and Pathways Plan

Town of Wilton
Saratoga County, New York

The LA group, PC
40 Long Alley
Saratoga Springs, NY 12866

April 2007

TOWN OF WILTON

OPEN SPACE, RECREATION AND PATHWAYS PLAN

April 2007

Town of Wilton
Saratoga County, New York
22 Traver Road
Wilton, New York 12831
(518) 587-1939

Prepared for:
Wilton Town Board

Arthur J. Johnson, Supervisor
Raymond F. O'Conor, Councilman
Larry S. Gordon,
Ian McGaughey
Charles Gerber

Prepared by:

The Open Space Committee
Larry S. Gordon, Peter Litchfield, Steve Porto, Chuck Gerber, Bob Rice, Ian McGaughey, Keith Manz

With Assistance From:

the LA group
Landscape Architecture
and Engineering, P.C.

40 Long Alley
Saratoga Springs
New York 12866
518/587-8100
Telefax 518/587-0180

SECTION 5 PATHWAYS

5.1 GENERAL

An important component of making an Open Space and Recreation Plan successful is to establish pathways connecting open space, parks, and recreational areas. One of the priority recommendations of the Town's Comprehensive Plan is to develop an open space and trails plan.

The pathway system envisions a town-wide series of paths and trails to link open space areas, residential areas, points of interest, service providers, and commercial areas. The pathway system will provide for recreational use as well as a practical means for the day-to-day movement of people in fulfillment of their needs for goods and services. The strategy relies on a long-term, phased approach to piecing the links together through timely consideration during the development review process and optimal use of relevant state and federal transportation and funding programs. When complete, the Town's recreation and open space areas will have meaningful connections to residential and commercial areas via multiple and alternative transportation routes affording access and movement for pedestrians and bicyclists.

There are many benefits to be gained from the development of pathways and trail systems throughout the Town. Bicycling, walking, and other non-motorized means of transportation are healthy, non-polluting and energy conserving forms of transportation, recreation, and physical fitness, and they do not require costly infrastructure to support.

Pathways and trail systems facilitate use of alternative transportation, such as walking and biking. Encouraging alternative transportation use improves a community's overall

transportation system by reducing the use of energy, reducing automobile traffic and congestion. In addition, roadway improvements to accommodate bikes, such as the addition of paved shoulders, have been shown to reduce the frequency of certain types of motor vehicle accidents.

"Pathways" can be a combination of trails and linear parklands, on-road paths, sidewalks and subdivision walkways. Natural corridors and systems, such as stream banks, can also be used to develop pathways. Greenways along rail lines, public rights-of-way, power easements, and waterways produce educational, environmental, aesthetic and recreational benefits.

The Town of Wilton continues to be in a "growth" mode. Now is an appropriate time to incorporate pathways and trail systems into future development. Traffic congestion is a growing concern for residents of the Town (see the *2004 Town Comprehensive Plan*). It is exacerbated in areas with limited route choice, such as in the Exit 15 vicinity. Development increases the number of vehicles on the roadways, as well as the number of conflicts (curb cuts, intersections) along arterial and collector roads that result in congestion. Vehicle-oriented transportation results in increased traffic, noise, air pollution, water pollution, and health problems. Pathways, trails, and links are needed to encourage people to use alternative methods of transportation. Potential locations for pathways and links to open space and recreation areas need to be identified. Opportunities for constructing pathways between new and existing developments should be discussed during site planning stages. Town officials have already made a start. In 1998, they adopted a *Multi-Use Trail System Master Plan* ("1998 Trail Plan") to be used as guidance for pathway establishment. That plan was reviewed and certain elements have been incorporated into this OSRPP. Some changes to that plan have been incorporated into this document, based on input from Town representatives, such as the trail types/categories.

Elements of the 1998 Trail Plan Include:

- Inventory and Analysis – of land use data including location of residential, commercial, industrial, agricultural areas, open space, utility corridors, historic and cultural resources, recreation areas, and existing circulation systems.

- Goals and Objectives – of the trail system.
- Participation – of the Town officials, businesses, organizations, and citizens.
- Description of Opportunities and Constraints – such as crossings over major transportation routes like the Northway and railroad tracks.
- Preparation of Multi-Use Trail System Master Plan – the purpose of the Plan is to locate types of trails, trailheads, parking areas, and signage. Creating a system involves the development of connections that will link existing trails and potential corridors into the overall network.
- Implementation of an action plan that defines steps to be taken to make the pathways network a reality.

Additionally, under the Town's recently adopted rezoning and design standards for hamlets, some property owners may be required to provide access to any planned future adjacent multi-use trails.

5.2 PRIORITY PATHWAYS

5.2.1 USERS

In order to determine where pathways are most necessary and will be most heavily used, it is important to determine pathway and trail system users. Types of users include: bicyclists, pedestrians, runners, hikers, cross-country skiers, and equestrians.

5.2.2 DESTINATIONS

When considering pathways and trail locations, it is important to consider the destination interests of all users. Do common "user groups" such as residents, students, and visitors, have common recreational, utilitarian, or cultural destinations? Identifying destination types can provide a basis for further establishing where pathways should be built or expanded.

For instance, residential users are most likely recreational users, utilizing pathways and trail systems to access parks and open spaces. Therefore, it is important to identify the ways in which open spaces currently link to other open spaces and recreational areas, and to plan for pathways that provide additional connections. Some residents may also follow the pathway system to bike or walk to work or commercial and shopping areas. Over time, the new hamlet areas will develop into small commercial hubs that will become destinations in their own right.

Students are likely to use the pathways and trails systems to get to school, to ball fields and recreation areas, and to easily access other neighborhoods where friends may live, as well as to access commercial areas for shopping or part-time employment.

Visitors are most likely to use pathways and trail systems to access open space and recreational areas, to observe wildlife, natural areas, and scenic locations, to learn about local history or culture, or simply to exercise.

5.2.3 TRAIL TYPES

Refer to the Figure 5-1, "Pathways Plan," for types and locations of existing and proposed pathways and trails.

The following types of trails are under consideration for the Wilton pathways and multi-use trail system. They are listed here for illustrative purposes, and do not reflect any formal classification system.[1]

It should also be noted that the Town repaves approximately 5-6 miles of roadways per year. Possible improvements to accommodate bicyclists and pedestrians, such as adding paved shoulders, are always considered when planning for repaving.

On-road "Signed" Bicycle Route:

Located in higher use travel corridors, these routes are typically 4-6 feet wide, on-street, right-of-way lanes designated for the use of bicycles. A painted line on the roadway pavement on each side of the street and precautionary signs mark the routes for motorists, and designated and marked crossings. These bike paths are best suited for streets that have a minimum width of 32 feet, with each traffic lane measuring at least 12 feet. An example of an existing bicycle path of this type is the NYS Route 9 designated bike route.

[1] For a formal classification system, see the New York State Highway Design Manual, Chapter 18, *Facilities for Pedestrians and Bicyclists* at www.dot.state.ny.us/cmb/consult/hdmfiles/chapt_18.pdf for official classifications and design standards based on American Assoc. of State & Highway Transportation Officials "Green Book" (1999).

Route 9, NYS Bike Route

On-road, Shared Route - Some Improvements (i.e., paved shoulder):

These are local roads used by the biking and walking public, but that are not officially "designated" or improved as bike paths. These roads usually do not have designated, signed or painted bike lanes, but do have wide, paved shoulders. In some localized areas, they may be signed as bike routes. An example of a pathway of this type in the Town of Wilton is Ballard Road, east of Route 9 and Northern Pines Road.

Ballard Road, east of Northern Pines Road

On-road, Shared Route - No Improvements:

These are local roads historically used by the biking and walking public, but are not officially designated or improved as pathways. They become pathways because they provide natural corridors or connections, have low traffic volume, or are aesthetically pleasing. Examples of this type of pathway in the Town of Wilton are Gailor Road and Ruggles Road.

Gailor Road

Off-road Multiple Use Trails:

Ideally, the development of the multi-use trail system will eventually include many different types of trails to accommodate a variety of users, some of which are compatible with others, and some of which are not. These trails include footpaths, nature trails, bike paths, equestrian trails, cross-country ski trails, and, possibly, snowmobile trails. Many of these trails can be designed to be accessible to people with physical challenges. Multi-use trails will be developed within designated recreational areas such as the WWPP, or can be developed as connecting pathways between neighborhoods or destinations. Connecting off-road pathways or trails are completely separated from roads, and are usually located on publicly owned land such as parks, school sites, or along natural corridors (such as streams), abandoned railroad corridors, or utility easements. Examples of off-road, multi-use trails include the trails within the WWPP Study Area.

Types of multi-use trails include the following:

- Footpaths/Hiking Trails/Nature Trails – Pedestrians are generally the largest group of users and can use most of the trails designed for other users. This group includes walkers, hikers, joggers, bird-watchers, and nature enthusiasts. A trail width of 4-8 feet is required, with a vertical clearance of 8 feet. The trail surface can be packed gravel, stone dust, asphalt grindings, wood chips, or bare earth (provided that proper drainage exists).

- Bicycle Trails – Bike trails should be a hard surface, such as bituminous paving or compacted stone dust. The trail should be 10 feet wide and have a vertical clearance of 8 feet. Bike racks should be installed at the trailhead areas.

- Equestrian Trails – There are a significant number of equestrian enthusiasts within the Town who desire riding trails. Generally, horses need a soft surface (natural ground, turf, stone dust) free or large rocks and stumps. The trail width should be 10-12 feet, with 12 feet of vertical clearance. Since some horses frighten easily, the trail should be signed to give horses the right-of-way. Trail facilities should include adequate trailhead parking areas (large enough to park and maneuver horse trailers); water crossings reinforced with rock and gravel rather than bridges; trail facilities with access to water; and, hitching posts at trailheads.

- Cross-Country Ski Trails – Ski trails can vary in width, terrain, and degree of grooming required. Ski trails can be nothing more than the existing trails, which are used for pedestrians or equestrians and are signed for ski trail use in the winter months. Such trails can be un-groomed with trails “broken” by skiers, or can have a parallel track set. The trail would need to be 10 feet wide, with a vertical clearance of 12 feet. A varying terrain is desirable. Other trails to be groomed with surface rolled for skating lanes and track set for classic technique. The WWPP is providing number of trails for such skiing. Trails can rated for beginner, intermediate, or expert.

Wilton Wildlife Park & Preserve Trail, off of Scout Road

5.2.4 RECOMMENDED TRAIL LOCATIONS

To see the locations of existing and proposed pathways and trails, please refer to Figure 5-1.

The identification of locations for open space conservation and recreational use will partially dictate pathway locations. Commercial and employment centers will also influence pathway locations, in order to encourage the use of alternative transportation throughout the Town.

North-South Corridors:

- US Route 9- is a New York State designated bicycle trail. It runs north and south through the length of the Town. The Route 9 bicycle trail traverses the Hudson and Champlain Valleys, running from New York City north to the Canadian border.
- Parkhurst Road- Existing On-road, no improvements. Parkhurst Road provides access to the Orra Phelps Preserve. This 18-acre preserve of open space is a plant and animal sanctuary and contains numerous walking trails.
- Northern Pines Road- Existing On-road, no improvements. Northern Pines carries a large amount of traffic from US Route 9 to McGregor Country Club, Traver Road, and to the central, most intensely developed residential area in Town. The shoulder is in good condition. Painted lines to delineate the bikeway and signage need to be

added. Signage should include cautionary signs alerting motorists to the bikeway, as Northern Pines Road is a very busy commuter road.

- Ernst Road- Existing On-road, no improvements.
- Ruggles to Ballard- Existing On-road, no improvement.
- A North-South off-road, multi-use trail was originally recommended along the National Grid (formerly Niagara Mohawk Power Corporation) gas easement parallel to US Route 9 (from Smith Bridge Road to Ernst Road). The proposed county water line will generally follow this route. An off-road multi-use trail along the route of the proposed county water line is recommended.
- A North-South trail off-road trail could also be developed along the site of the former Mt McGregor Railroad bed, parallel to Route 9, that once ran to Mt. McGregor from Saratoga Springs. These off-road trails would strengthen the north-south corridor, provide some off-road relief, and provide safety by separating bicyclists and pedestrians from automobile traffic.

East-West Routes:

Northway crossings provide the biggest obstacles for developing east-west pathways through Wilton. The following east-west routes provide Northway crossings.

- Jones Road- Existing On-road, some improvements needed. Jones Road provides a pathway connection between the residential areas in the central section of the Town to the WWPP. Sections of the road have been widened and paved by 3 feet on each side to accommodate bicyclists.
- Ballard Road- Existing, On-road, paved shoulder. The intersection of Ballard Road with Traver and North Roads is becoming increasingly difficult for bicyclists and pedestrians to cross, due to rapid development at Northway Exit 16. However, Ballard Road provides a connection to Route 9, Ace Hardware, Ballard Road Elementary School, and the Target distribution center. Improvements to increase safety would be necessary for Ballard Road to be considered a desirable east-west crossing.
- Wilton Gansevoort Road- Existing, On-road, no improvements. This road provides an east-west pathway through the northern section of the Town.

Southern Area:

- Connections to Saratoga Springs are currently made via US Route 9 and Jones Road. Loughberry Lake Road provides a pleasant route for bicyclists, and connects to Saratoga Springs as well. An additional connection to Saratoga's North Broadway is possible, passing behind the Maple Avenue Middle School, and through lands owned by Skidmore College.
- Jones Road is an important route from NY Route 50 to major residential areas, Gavin Park, and Dorothy Nolan Elementary School. Currently, some sections of Jones Road have been upgraded with safer, widened shoulders, and pavement markings. All sections should be upgraded.
- A former railroad right-of-way exists parallel to NY Route 50, which may provide an opportunity for a multi-use trail linking commercial development at Exit 15. A trail would also provide a green strip through an area that will most likely continue to be developed commercially. Acquisition of the right-of-way should be explored.
- Old Gick Road also provides an opportunity to link to commercial development. A connection would also need to be made across private, undeveloped lands to connect Jones Road to the system.

Recreational Bicycle Routes:

The Multi-Use Trail System Master Plan recommends a number of routes to be designated as bicycle pathways. These "loops" include:

- Parkhurst Road to Ballard Road to Traver Road, then to Northern Pines, Route 9, and back to Parkhurst.
- Northern Pines Road to Travers Road, to either Ballard or Scout Road, and back to Northern Pines.
- Ballard Road to Ruggles Road to Louden and Edie Roads. Open space and preserve lands can be accessed from Edie and Ruggles Roads. Route 50, northeast of Ingersoll Road, should possibly be included in this loop, since it provides access to open space lands as well.

Multi-use Recreational Trails:

Opportunities to provide additional multi-use recreational trail systems on lands of the WWPP Study Area, and also within Saratoga County forestlands should be explored. Some trails already exist in these areas and some need improvements (for example, although some limited trails currently exist in the Wilton Wildlife Preserve, there is no coordinated access. Public awareness, signage, and accessibility need to be improved). For a map of trails within the WWPP Study Area, see Figure 4-1.

Currently, the New York State Office of Parks, Recreation, and Historic Preservation is developing the Palmertown Ridge Trail, a multi-use trail that will connect Moreau Lake State Park with Saratoga Spa State Park. The trail will include existing trails with Moreau Lake State Park- the Western Ridge Trail and the Ridge Run Trail. The completed Palmertown Ridge Trail will not permit motorized uses.

Multi-use recreational trails are also recommended along the route of the proposed Saratoga County water line, and along the former Mt. McGregor railroad bed.

Possible area for a multi-use recreational trail, off Ballard Road

APPENDIX C

TOWN BOARD RESOLUTION

TOWN OF WILTON
22 TRAVER ROAD
GANSEVOORT, NEW YORK 12831-9127

(518) 587-1939, Ext. 210
FAX (518) 587-2837
Website: www.townofwilton.com

SUSAN E. BALDWIN
Town Clerk
Tax Receiver

On a motion introduced by Councilman Lant, the board adopted the following resolution:

RESOLUTION #130

NOW, THEREFORE, BE IT RESOLVED, to approve Traffic Study Update, as written.

The adoption of the resolution was seconded by Councilwoman Klepetar, duly put to a vote, all in favor. The motion carried 5-0.

TOWN OF WILTON
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SUSAN E. BALDWIN
Town Clerk
Tax Receiver

TOWN CLERK CERTIFICATION

I, Susan E. Baldwin, the duly elected Town Clerk of the Town of Wilton, New York, have compared the proceeding copy with the original resolution #130, adopted by the Board of the Town of Wilton, New York, at a meeting held on July 2, 2015, on file at this office, and I do hereby certify the same to be a correct transcript therefrom, and of the whole of the original, has not been altered, amended or revoked, and I do further certify that the members present, members absent at such meeting, and the vote on such resolutions were as follows:

Members Present/Vote

Supervisor-Arthur Johnson	**AYE**
Councilman-John Lant	**AYE**
Councilman-John McEachron	**AYE**
Councilwoman-Joanne Klepetar	**AYE**
Deputy Supervisor Streicher	**AYE**

Witness my hand and seal of the Town Board of the Town of Wilton, Saratoga County, New York, on this 16th day of July, 2015.

Susan E Baldwin

Susan E. Baldwin, Town Clerk
Town of Wilton