

**2009 UPDATE
TO THE
TRAFFIC PLANNING STUDY
FOR THE
TOWN OF WILTON, NY**

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1.0 INTRODUCTION

TVGA Consultants has been retained by the Town of Wilton to update the *Traffic Planning Study*, which was most recently updated in January 2006. The purpose of this update is to assess existing and projected traffic conditions and recommend necessary improvements, if any, to the local roadway network to accommodate increased traffic volumes associated with further development within the Town of Wilton over the next ten +/- years to the year 2020.

Much of the traffic data and analysis presented in the 2006 Update is repeated here. However, since the 2006 Update, the level of development activity in the Town has slowed and The Town wanted to reevaluate the recommendations and list of projects that were 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.

The study provides an overview of existing and projected traffic needs within the Town of Wilton and focuses on the following key locations:

- Old Gick Road (includes intersections w/NYS Route 50)
- Ingersoll Road
- Louden Road
- Perry Road (includes intersection w/NYS Route 50)
- Gailor Road
- Waller Road
- Northern Pines Road
- Jones Road – Smith Bridge Road to NYS Route 50
- Carr Road (includes intersection w/Northern Pines Road)
- Traver Road (includes Ballard Road intersection)
- Edie Road (includes NYS Route 50 intersection)
- Worth Road (includes Northern Pines Road intersection)
- Smith Bridge Road

The study area and focus areas listed above are shown on Figure 1.

2.0 2009 EXISTING CONDITIONS

2.1 Traffic Volumes

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 in March 2009 at the following locations:

- Jones Road
- Carr Road
- Traver Road
- Edie Road (North of Route 50)
- Edie Road (South of Route 50)
- Old Gick Road
- Northern Pines Road
- Ingersoll Road

At locations where new data was not obtained, historical traffic data was updated to represent 2009 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 2009 Existing Average Annual Daily Traffic (AADT) Volumes for Town of Wilton roadways are shown on Figure 2.

Inspection of the new traffic data indicated traffic volumes have generally grown moderately in the Town between 2005 and 2009. Some locations experienced no measurable growth in traffic in this timeframe while the largest percent growth was experienced on Old Gick Road, likely due to the increased development in that area notably The Paddocks of Saratoga Apartment complex.

2.2 Description of Roadways

The following is a description of some of the key local roadways in the town investigated as part of this update.

2.2.1 Perry Road

Perry Road is located on the north side of the NYS Route 50 corridor beginning at NYS Route 50 and extending north, terminating south of the railroad corridor. Perry Road intersects Old Gick Road approximately 2100 feet from NYS Route 50. Perry Road has

no pavement markings delineating lane or shoulder widths. There is no posted speed limit on Perry Road.

2.2.2 Old Gick Road

Old Gick Road parallels the NYS Route 50 corridor on the north side and intersects NYS Route 50 opposite Weibel Avenue and Ingersoll Road. Old Gick Road also provides access to Lowes Drive, which provides access to most of the commercial/retail development along the north side of the NYS Route 50 corridor from Old Gick Road west to Perry Road. The cross section generally consists of a single 11-foot travel lane in each direction with 2-foot shoulders. The posted speed limit is 40 mph.

2.2.3 Jones Road

Jones Road functions as a collector road and is an east-west road in the vicinity of I-87. To the west of Carr Road and east of Putnam Lane, Jones Road is a north-south road. It provides one of the primary east-west connections within the Town of Wilton. The cross section consists of a single travel lane in each direction with widths of 11 feet east of I-87 and 10 feet west of I-87. Shoulders widths are 5 feet east of I-87 and 1 foot west of I-87. The posted speed limit is 40 mph west of Carr Road and 45 mph east of Jodi Lane. There is a 30-mph speed zone from Carr Road to Jodi Lane.

2.2.4 Carr Road

Carr Road functions as a north-south collector road providing a link between Northern Pines Road (CR 34) and Jones Road. The cross section consists of a single 11-foot travel lane in each direction with 2-foot shoulders. The posted speed limit is 40 mph.

2.2.5 Traver Road

Traver Road functions as a north-south collector road providing a link from Northern Pines and Gailor Roads to Ballard Road (CR 33) in the vicinity of the I-87 Exit 16 interchange. The cross section consists of a single 11-foot travel lane in each direction with 3-foot shoulders. The posted speed limit is 40 mph.

2.2.6 Gailor Road

Gailor Road functions a collector road, providing an east-west connection from US Route 9 to Northern Pines Road (CR 34) and Traver Road in the northern portion of Wilton. The cross section consists of a single 10-foot travel lane in each direction with 1-foot shoulders. The posted speed limit is 30 mph.

2.2.7 Waller Road

Waller Road provides an east-west connection from US Route 9 to Northern Pines Road (CR 34). The cross section consists of a single 10-foot travel lane in each direction with 1-foot shoulders. The posted speed limit is 30 mph.

2.2.8 Edie Road

Edie Road functions as a north-south collector road and intersects NYS Route 50 east of Jones Road. Edie Road extends south from NYS Route 50 to end at Ruggles Road, south of the Wilton town border. Edie Road extends north from NYS Route 50 to Ballard Road in the vicinity of the I-87 Exit 16 interchange. The cross section consists of a single 11-foot travel lane in each direction with 3-foot shoulders. The posted speed limit is 45 mph.

2.2.9 Worth Road

Worth Road provides an east-west connection from US Route 9 to Northern Pines Road (CR 34). The cross section consists of a single 10-foot lane in each direction with 1-foot shoulders. The posted speed limit is 40 mph.

2.2.10 Smith Bridge Road

Smith Bridge Road provides an east-west connection from US Route 9 to Jones Road. The cross section consists of a single 10-foot lane in each direction with 1-foot shoulders. The posted speed limit is 40 mph.

2.3 Description of Intersections

The following is a description of some of the key intersections in the town investigated as part of this update.

2.3.1 Weibel Avenue/Old Gick Road & NYS Route 50

This four-leg, signalized intersection has two through lanes on the eastbound and westbound (NYS Route 50) approaches, with a through and shared through/right-turn lane on the northbound approach (Weibel Ave.). Double left-turn lanes are provided on the eastbound and northbound approaches, with single left-turn lanes provided on all other approaches. Right-turn lanes are provided on the eastbound, westbound and southbound (Old Gick Rd.) approaches.

2.3.2 Perry Road & NYS Route 50

Perry Road intersects with NYS Route 50, forming the southbound approach of this stop-controlled, "T" intersection. All approaches are single lanes. The eastbound approach

functions as a shared through/left-turn lane, the westbound approach functions as a shared through/right-turn lane. The Perry Road approach is a shared left-turn/right-turn lane with a STOP sign posted.

2.3.3 Old Gick Road/Ingersoll Road & NYS Route 50

This four-leg, signalized intersection has single-lane approaches on the eastbound (NYS Route 50), southbound (Old Gick Rd.) and northbound (Ingersoll Rd.) approaches, which function as shared left-turn/through/right-turn lanes. The westbound approach (NYS Route 50) consists of a shared through/right-turn lane and separate left-turn lane. The Jones Road & NYS Route 50 intersection is approximately 150 feet east of this intersection.

2.3.4 Jones Road & NYS Route 50

Jones Road forms the southbound approach of this stop-controlled, "T" intersection with NYS Route 50. The eastbound approach has separate left-turn and through lanes, with the westbound approach consisting of a single shared through/right-turn lane. The southbound approach has separate left-turn and right-turn lanes with a STOP sign posted. A southbound left-turn storage lane is provided on Jones Road for the access to the commercial property (Stewarts) located in the northwest quadrant of this intersection. This storage lane ends approximately 120 feet from the Jones Road/NYS Route 50 intersection.

2.3.5 Jones Road & Carr Road

Carr Road forms the southbound approach of this stop-controlled, "T" intersection with Jones Road. The Jones Road approaches each have a single lane, with the eastbound approach functioning as a shared left-turn/through lane and the westbound approach functioning as a shared through/right-turn lane. The southbound approach has separate left-turn and right-turn lanes and is posted with a STOP sign.

2.3.6 Carr Road & Northern Pines Road (CR 34)

Carr Road forms the northbound approach of this stop-controlled, "T" intersection. The Northern Pines Road approaches consist of a shared through/right-turn lane on the eastbound approach and separate left-turn and through lanes on the westbound approach. The Carr Road approach has separate left-turn and right-turn lanes and is posted with a STOP sign.

2.3.7 Traver Road/North Road & Ballard Road (CR 33)

This four-leg, signalized intersection has shared through/right-turn lanes and separate left-turn lanes on the eastbound and westbound approaches (Ballard Rd.). The northbound approach (Traver Rd.) consists of a shared left-turn/through/right-turn lane

and the southbound approach (North Rd.) has a shared left-turn/through lane and separate right-turn lane.

2.3.8 Edie Road & NYS Route 50

This four-leg, stop-controlled intersection has single-lane approaches allowing left-turn, through and right-turn movements on all approaches. The Edie Road approaches are posted with STOP signs.

2.3.9 Northern Pines Road (CR 34) & Worth Road

Worth Road intersects Northern Pines Road forming the eastbound approach of this stop-controlled, “T” intersection. The Northern Pines Road approaches consist of a shared through/right-turn lane on the southbound approach and separate through and left-turn lanes on the northbound approach. The Worth Road approach has a shared left-turn/right-turn lane and is posted with a STOP sign.

2.3.10 Jones Road & Smith Bridge Road

Smith Bridge Road forms the eastbound approach of this stop-controlled, “T” intersection with Jones Road. All approaches are single lane, allowing all possible turning movements from each approach. The Smith Bridge Road approach is posted with a STOP sign.

2.4 Operations

2.4.1 Two-Lane Local Roads

To be consistent with previous townwide traffic studies and updates, the annual average daily traffic (AADT) volumes on local roadways were reviewed using the guidelines developed by the Capital District Transportation Committee (CDTC) as part of the “Major Street Standards”. The guidelines assume a desired capacity of 10,000 vehicles per day (vpd) or 1,000 vehicles per hour (vph) for local roadways. Table 1 provides a description of the volume thresholds used in this analysis.

**TABLE 1
OPERATING CONDITIONS FOR TWO-LANE ROADWAYS**

Percent Desired Capacity Utilization	Capacity Condition
< 80%	Below desired capacity
80-99%	Approaching desired capacity
>99%	At or above desired capacity

**TABLE 2
2009 TWO-LANE ROADWAY LINK OPERATIONS**

Road - Link	2009 Two-Way Daily Traffic	Percent Desired Capacity*
Ballard Rd - I-87 to NYS 50	3800	38%
Ballard Rd - Traver Rd to I-87	13500	135%
Ballard Rd - Northern Pines Rd to Traver Rd	10900	109%
Carr Rd - Northern Pines Rd to Jones Rd	7000	70%
Corinth Mountain Rd - West of US 9	6300	63%
Edie Rd - Louden Ave to NYS 50	900	9%
Edie Rd - NYS 50 to Ballard Rd	2000	20%
Gailor Rd - Northern Pines Rd to Traver Rd	1000	10%
Gailor Rd - US 9 to Northern Pines Rd	900	9%
Ingersoll Rd - NYS 50 to Louden Rd	2200	22%
Ingersoll Rd - South of Louden Ave	1500	15%
Jones Rd - I-87 to Carr Rd	8100	81%
Jones Rd - NYS 50 to I-87	8500	85%
Jones Rd - South of Smith Bridge Rd	4300	43%
Louden Rd - East of Edie Rd	1000	10%
Louden Rd - Ingersoll Rd to Edie Rd	3000	30%
Louden Rd - Weibel Ave to Ingersoll Rd	9300	93%
Northern Pines Rd - Carr Rd to Traver Rd	4700	47%
Northern Pines Rd - Gailor Rd to Ballard Rd	2000	20%
Northern Pines Rd - US 9 to Carr Rd	6100	61%
Old Gick Road - NYS 50 to Perry Rd	4300	43%
Old Gick Road - Perry Rd to Lowe's Dr	4800	48%
Perry Rd - Old Gick Road to NYS 50	1000	10%
Smith Bridge Rd - US 9 to Jones Rd	2600	26%
Traver Rd - Gailor Rd to Ballard Rd	3200	32%
Traver Rd - Northern Pines Rd to Gailor Rd	2600	26%
Waller Rd - US 9 to Northern Pines Rd	2000	20%
Worth Rd - US 9 to Northern Pines Rd	2600	26%

* Based on CDTC guidelines for two-lane roads.

Roadway links at or above the desired capacity utilization may require improvements to their cross section, such as lane and/or shoulder widening, to conform with NYSDOT standards as defined in the *Highway Design Manual*. The 2009 existing two-way daily traffic on two-lane local roads in the Town of Wilton was compared to CDTC standards to assess the operations of these roads. Operations of roadway links are summarized in Table 2.

In general, the local roadways in the Town are operating well. The links with traffic flows above the 90% capacity (Ballard Road, and Louden Road) are in locations where additional capacity is provided by the presence of auxiliary turning lanes.

2.4.2 Intersections

Capacity analyses of the study area intersections for the weekday PM peak hour were completed using the methodologies described in the *Highway Capacity Manual 2000*, published by the Transportation Research Board (TRB). These methodologies assess intersection operations as level of service (LOS), LOS A representing the best conditions and LOS F representing the worst conditions. Typically, LOS A represents free-flow operations with no significant queuing/delays and LOS F represents congested operations with significant queuing/delays. In general, LOS D or better is considered acceptable operations during the PM peak hour. The results of the analyses for the 2009 existing conditions, expressed as level of service, are summarized in Table 3.

As shown in Tables 2 and 3, most locations within the study area currently have acceptable levels of service. Those areas where operations are approaching capacity may require some form of improvement in the near future to maintain acceptable operations.

**TABLE 3
LEVEL OF SERVICE SUMMARY
2009 EXISTING CONDITIONS**

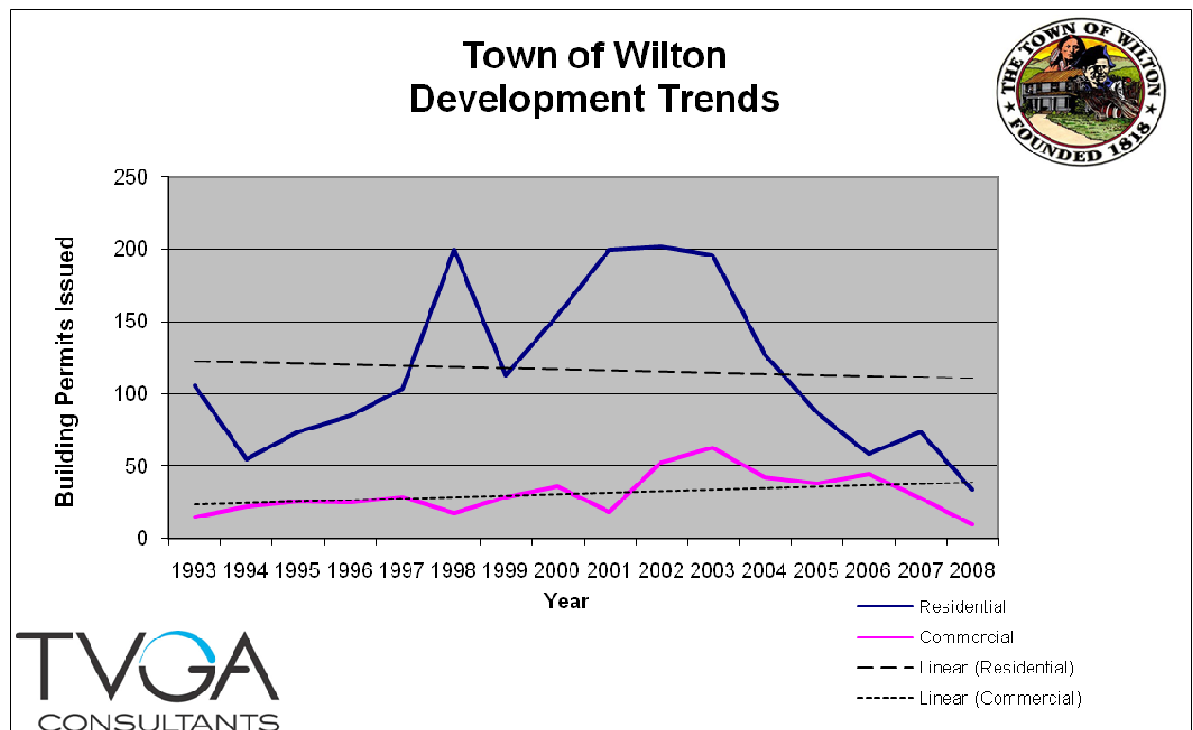
Intersection	Traffic Control*	Approach	PM Peak Hour LOS
Weibel Ave/Old Gick Rd & NYS Route 50	S	Eastbound Westbound Northbound Southbound Overall	C C C C C
Perry Road & NYS Route 50	SC	Eastbound Left-Turn Southbound	A C
Old Gick Road/Ingersoll Road & NYS Route 50	S	Eastbound Westbound Northbound Southbound Overall	A B D C B
Jones Road & NYS Route 50	SC	Eastbound Left-Turn Southbound Right Southbound Left	A C F
Jones Road & Carr Road	SC	Eastbound Left-Turn Southbound Right Southbound Left	A B D
Carr Road & Northern Pines Road	SC	Westbound Left-Turn Northbound Right Northbound Left	A D B
Ballard Road & Traver Road/North Road	S	Eastbound Westbound Northbound Southbound Overall	A A A A A
Edie Road & NYS Route 50	SC	Eastbound Left-Turn Westbound Left-Turn Northbound Southbound	A A E C
Northern Pines Road & Worth Road	SC	Eastbound Northbound Left	B A
Jones Road & Smith Bridge Road	SC	Eastbound Northbound Left	B A

* S - Signalized, SC - STOP-Controlled

3.0 2020 PROJECTED CONDITIONS

3.1 Land Use

There is a direct correlation between land use and travel demand/traffic flow. Therefore a forecast of the development activity in the Town likely to occur between 2009 and 2020 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 2008 is illustrated below.



Although tracking building 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 compared to recent years although the average activity over the last 10 years was 125 residential and 36 commercial building permits per year.

Information pertaining to proposed and potential development sites was obtained from representatives of the Town’s Planning and Engineering Department and the estimates of likely development was estimated to prepare a “snapshot” of the land use in the Town in the year 2020. 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 total potential development between 2009 and 2020 consist of the following:

Residential Development

- 683 single-family housing lots
- 150 apartment units

Commercial Development

- 141,000 SF - Retail
- 150,000 SF – Self Storage
- 274,000SF – Miscellaneous Commercial/Office

Industrial Development

- 115,000 SF – Light Industrial

Mixed Use Development

- 90,000 SF – Lt. Industrial, Commercial, Office

It's noted here that some of the single-family housing lots listed above are from approved projects that are yet to be built and occupied such as the Burnham Hollow project. The potential new developments included in the 2020 forecasts are shown on Figure 3.

3.2 Traffic Flows

3.2.1 Trip Generation

Site-generated trips for the new proposed and potential development projected to occur within the 2009-2020 planning period were developed using the methodologies described in *Trip Generation 9th Edition*, published by the Institute of Transportation Engineers (ITE). The trip generation estimates for each of the individual potential developments, when added together, total approximately 20,000 daily and 2000 peak hour trips. However not all of these individual trips will be cumulatively added to the road network due to internal trips, shared origins and destinations and combined/pass-by trips. A summary of individual site trips associated with the projected development based on land use type is provided in Table 4.

**TABLE 4
SUMMARY OF NEW DEVELOPMENT TRIPS 2009-2020**

Land Use Type	Daily Trips	PM Peak Hour Trips
Residential	7,180	700
Commercial/Office	14,550	1,085
Industrial	1,370	185
Mixed Use	510	60
Total	23,610	2,030

3.2.2 Trip Distribution

The distribution of new trips was based in part on 2000 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.

3.2.3 Traffic Volume Projections

To determine the impacts of the projected development on the study area roadway network, traffic volumes were projected for the 2020 planning horizon. In addition to the new trips related to land use changes, the 2009 traffic volumes for study area roadways were increased using an annual “background” growth rate of 0.75 percent per year. The purpose of this background growth rate is to account for traffic growth not typically attributed to new potential development, that would occur over the 2009-2020 planning period. This growth rate reflects the trend of recent slowing traffic growth due to the increase in gas prices and other in recent economic conditions. The projected 2020 Annual Average Daily Traffic (AADT) Volumes within the Town of Wilton are shown on Figure 4. These volumes are also listed in Table 5 along with the projected percent growth in traffic.

**TABLE 5
AADT SUMMARY AND PROJECTED GROWTH**

Road - Link	Existing 2009 AADT	Projected 2020 AADT	Total % Growth	Annual % Growth
Ballard Rd - I-87 to NYS 50	3800	5500	44	4.0
Ballard Rd - Traver Rd to I-87	13500	15200	12	1.1
Ballard Rd – US 9 to Traver Rd	10900	14400	32	2.9
Carr Rd - Northern Pines Rd to Jones Rd	7000	8600	22	2.0
Corinth Mountain Rd - West of US 9	6300	7200	14	1.3
Edie Rd - Louden Ave to NYS 50	900	2100	126	11.5
Edie Rd - NYS 50 to Ballard Rd	2000	4300	114	10.4
Gailor Rd - Northern Pines Rd to Traver Rd	1000	2100	108	9.8
Gailor Rd - US 9 to Northern Pines Rd	900	2000	114	10.4
Ingersoll Rd - NYS 50 to Louden Rd	2200	3900	77	7.0
Ingersoll Rd - South of Louden Rd	1500	1900	27	2.5
Jones Rd - I-87 to Carr Rd	8100	9800	20	1.8
Jones Rd - NYS 50 to I-87	8500	10300	21	1.9
Jones Rd - South of Smith Bridge Rd	4300	5200	19	1.7
Louden Rd - East of Edie Rd	1000	2000	100	9.1
Louden Rd - Ingersoll Rd to Edie Rd	3000	3700	21	1.9
Louden Rd - Weibel Ave to Ingersoll Rd	9300	10300	10	9.1
Northern Pines Rd - Worth Rd to Traver Rd	4700	6600	39	3.6
Northern Pines Rd - Gailor Rd to Ballard Rd	2000	2600	26	2.4
Northern Pines Rd - US 9 to Carr Rd	6100	7100	16	1.5
Old Gick Road - NYS 50 to Perry Rd	4300	5100	18	1.6
Old Gick Road - Perry Rd to Lowe's Dr	4800	6800	42	3.8
Perry Rd - Old Gick Road to NYS 50	1000	1600	52	4.7
Smith Bridge Rd - US 9 to Jones Rd	2600	3400	31	2.8
Traver Rd - Gailor Rd to Ballard Rd	3200	5200	60	5.5
Traver Rd - Northern Pines Rd to Gailor Rd	2600	4500	72	6.5
Waller Rd - US 9 to Northern Pines Rd	2000	2400	20	1.8
Weibel Ave - NYS 50 to Louden Rd	10500	12500	19	1.7
Worth Rd - US 9 to Northern Pines Rd	3800	4400	16	1.5

A review of projected traffic volumes identified several Town roadway links where significant traffic growth indicates a “Critical Traffic Area” (exceeding 50% growth over the eleven-year period). These locations could potentially require improvements to maintain acceptable operations at these areas over the 2009-2020 planning period. In addition, traffic volumes along local two-lane roadway links that exceed 90% of its desired capacity based on CDTC guidelines (see Section II.D.1), which may have a significant impact on operations, were also examined as Critical Traffic Areas.

Based on these criteria, the following locations were identified:

- Old Gick Road (includes intersections w/NYS Route 50)
- Perry Road (includes intersection w/NYS Route 50)
- Gailor Road
- Jones Road – NYS Route 50 to Carr Road (includes intersections)
- Carr Road (includes intersection w/Northern Pines Road)
- Traver Road (includes intersection w/Ballard Road)
- Edie Road - Louden Road to Ballard Road
- Louden Road – East of Weibel Avenue

These Critical Traffic Areas are shown on Figure 5.

3.3 Traffic Operations

The projected traffic for the planning horizon (2020) at locations identified as “Critical Traffic Areas” in regards to traffic growth were analyzed to determine the impact of the potential development and evaluate if mitigation may be necessary to maintain acceptable operations at these locations. The roadway links identified were compared to the Capital District Transportation Committee (CDTC) “Major Street Standards” and the results are provided in Table 6.

**TABLE 6
2020 ROADWAY LINK OPERATIONS**

Road - Link	Projected 2020 AADT	Percent Desired Utilization*
Edie Rd – NYS 50 to Ballard Rd	4300	43
Edie Rd - Louden Ave to NYS 50	2100	21
Gailor Rd - Northern Pines Rd to Traver Rd	2100	21
Gailor Rd - US 9 to Northern Pines Rd	2000	20
Jones Rd - I-87 to Carr Rd	9800	98
Jones Rd - NYS 50 to I-87	10300	103
Old Gick Road - NYS 50 to Perry Rd	5100	51
Old Gick Road - Perry Rd to Lowe's Dr	6800	68
Louden Road -East of Edie	2000	20
Traver Rd - Gailor Rd to Ballard Rd	5200	52
Traver Rd - Northern Pines Rd to Gailor Rd	4500	45
Waller Rd - US 9 to Northern Pines Rd	3350	34
Louden Rd – Weibel Ave to Ingersoll Rd	10300	105

* Based on CDTC guidelines for two-lane roads.

Most of the roadway links identified as “hot spots” are below desired capacity utilization according to CDTC guidelines. The projected 2020 traffic volume for Jones Road from Route 50 to Carr Road are at or approaching the desired capacity threshold. Louden

Road from Weibel Avenue to Ingersoll Road also exceeds the desired capacity threshold. The existing cross sections of these roadways are sufficient to accommodate the projected traffic volumes and any capacity limitations are at intersections with other roads.

Study area intersections identified as “hot spots” were analyzed using the methodologies described in the *Highway Capacity Manual 2000* to assess operations for the projected 2020 conditions. The operations of these intersections, expressed as level of service (LOS), is summarized in Table 7.

**TABLE 7
INTERSECTION LEVEL OF SERVICE SUMMARY
2020 PROJECTED CONDITIONS**

Intersection	Traffic Control*	Approach	PM Peak Hour LOS
Weibel Ave/Old Gick Rd & NYS Route 50	S	Eastbound Westbound Northbound Southbound Overall	D D D C D
Perry Road & NYS Route 50	U	Eastbound Left-Turn Southbound	A F
Old Gick Road/Ingersoll Road & NYS Route 50	S	Eastbound Westbound Northbound Southbound Overall	E B D E D
Jones Road & NYS Route 50	U	Eastbound Left-Turn Southbound	B F
Jones Road & Carr Road	U	Eastbound Left-Turn Southbound	A F
Carr Road & Northern Pines Road	U	Westbound Left-Turn Northbound	A F
Ballard Road & Traver Road/North Road	S	Eastbound Westbound Northbound Southbound Overall	A B B B B
Edie Road & NYS Route 50	U	Eastbound Left-Turn Westbound Left-Turn Northbound Southbound	A A F F

* S - Signalized, SC - STOP-Controlled

4.0 IMPROVEMENT PLAN

A traffic/roadway improvement plan was developed to address the needs identified from the operational analysis of the projected 2020 conditions. The improvement plan identifies a series of actions required to provide acceptable operations or provide a noticeable improvement in traffic operations. Both short-term and long-term improvement strategies are identified. Short-term improvements are defined as ones to be completed within the 2009-2020 planning period. Long-term improvement strategies have been presented only to allow Town officials to consider possible actions beyond the 2020 planning horizon. Estimated costs of long-term concepts were not calculated and are not included in traffic mitigation fees.

4.1 Short Term Strategies (2009-2020)

In general, potential improvements were categorized as either geometric or traffic control improvement or policy/ planning actions. In the case of new road construction, these types of improvements were categorized as connectors or realignment of existing roadways. Figure 6 illustrates the locations of the recommended short-term traffic improvements.

4.1.1 Short-Term Traffic Improvements

Improvements at many of the locations identified as “hot spots” are necessary to provide acceptable operations in the projected 2015 conditions. In addition, certain locations would benefit from improvements in terms of safety and operations. The recommended improvements are described below.

4.1.1.1 Perry Road

To accommodate pedestrians and non-motorized transportation its recommended to restripe the existing pavement to provide an area on one side suitable to accommodate these users. *Estimated Cost: of Town Contribution: \$10,000*

4.1.1.2 Old Gick Road Connector

A review of existing conditions indicates a sufficient cross section (11- foot lanes, 2- foot shoulders) to accommodate increased traffic volumes in the projected 2020 conditions. The size of the potential development in the vicinity of Old Gick Road and the existing and proposed mix of land uses (residential, retail, commercial) may generate significant internal trips to properties within the Old Gick Road corridor. To better accommodate these trips, it is recommended that a connector road be constructed between Old Gick Road and Lowes Drive. *Estimated Cost of Town Contribution: \$200,000*

4.1.1.3 Perry Road & NYS Route 50

Operations on the southbound approach (Perry Road) to this intersection are anticipated to be LOS F during the PM Peak hour in the projected 2020 conditions. Geometric improvements to this approach, such as additional lanes and realignment, are recommended to improve operations and enhance safety at this intersection. In addition, geometric improvements to the eastbound approach (NYS Route 50), such as a left turn storage lane, would be beneficial in regards to safety and operations. Since NYS Route 50 falls under state jurisdiction and any traffic impacts would be directly attributed to proposed developments in the area, primary funding for any geometric and/or traffic control improvements to this route would be the responsibility of NYSDOT or the developers of the commercial properties along NYS Route 50. Therefore, this project will be partially funded with mitigation fees. *Estimated Cost of Town Contribution: \$100,000.*

4.1.1.4 Jones Road & NYS Route 50

Operations on the southbound approach (Jones Road) of this intersection during the PM peak hour in the projected 2015 conditions are anticipated to be LOS F. To provide acceptable operations in the projected 2015 conditions, traffic control improvements would be necessary at this intersection. Future conditions should be monitored, in coordination with NYSDOT, to determine if traffic control improvements at this intersection are warranted. Since NYS Route 50 falls under state jurisdiction, funding for any traffic control improvements to this route would be the responsibility of NYSDOT. Therefore, estimated costs associated with recommended improvements to NYS Route 50 at this intersection were not included in traffic mitigation fees.

However, 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: \$30,000*

4.1.1.5 Jones Road & Carr Road

Operations on the southbound approach (Carr Road) of this intersection during the PM peak hour in the projected 2020 conditions are anticipated to be LOS F. Geometric improvements to the Jones Road approaches would be beneficial in terms of safety and operations. To provide acceptable operations in the projected 2020 conditions, traffic control improvements (such as a traffic signal) would be necessary at this intersection. Future conditions should be monitored periodically to determine when and/or if traffic control improvements at this intersection are warranted. *Estimated Cost: \$100,000*

4.1.1.6 Carr Road & Northern Pines Road (CR 34)

Operations on the northbound approach (Carr Road) of this intersection during the PM peak hour in the projected 2015 conditions are anticipated to be LOS F. To provide acceptable operations in the projected 2015 conditions, traffic control improvements would be necessary at this intersection. A recent traffic signal warrant study prepared in connection to the carriage Pines project indicated a traffic signal is not warranted at this time. Future conditions should be monitored, in coordination with Saratoga County, to determine if traffic control improvements at this intersection will be warranted in the future. Since Northern Pines Road falls under county jurisdiction, funding for any traffic control improvements to this route would be the responsibility of Saratoga County. Therefore, estimated costs associated with recommended improvements to Northern Pines Road at this intersection were not included in traffic mitigation fees.

4.1.1.7 Edie Road & NYS Route 50

Operations on the Edie Road approaches to this intersection are anticipated to be LOS F during the PM Peak hour in the projected 2020 conditions. There have been recent proposals for significant development for the lands in the vicinity of this intersection and the developers; the Town and NYSDOT have advanced a plan for improvements to the intersection that include a realignment of Edie Road to eliminate the skewed approaches as well as turning lanes. To provide acceptable operations in the projected 2020 conditions, traffic control improvements would be necessary at this intersection in addition to the realignment and turn lanes. Future conditions should be monitored, in coordination with NYSDOT, to determine when traffic control improvements are warranted. Since NYS Route 50 falls under state jurisdiction, funding for any geometric and traffic control improvements to this route would be the responsibility of NYSDOT and the developers. However since the improvements to Edie Road (a Town Road) provide a public benefit to Town residents a contribution to these improvements for the mitigation fee fund of \$100,000 was deemed appropriate. *Estimated Cost of Town Contribution: \$100,000*

4.1.2 Non-Motorized Transportation

4.1.2.1 Old Gick Road Connector/ Lowes Drive area

The construction of pedestrian facilities/multi-use pathways along the proposed Old Gick Road Connector (see section IV.A.1.c) and along Old Gick Road and Lowes Drive to provide a connection between the existing and potential residential development in the area and the retail uses are recommended to provide an alternate mode of access. *Estimated Cost: \$160,000*

4.1.2.2 Gavin Park Neighborhood Path

To facilitate non-motorized transportation in the area of Gavin Park, Dorothy Nolan Elementary School and McGregor Links Country Club the construction of a path along Jones Road, Carr Road and Northern Pines Road is recommended. The path would begin at Jodi Lane and Jones Road, continue along the northern edge of Jones Road to Carr Road, proceed north along Carr Road to Northern Pines Road, and then continue along Northern Pines Road to a terminus at Carefree Lane, a total length of 1.55 miles. It is expected the path will provide a public benefit by providing an alternate non-motorized mode of transportation as well as recreational opportunities for the over 1300 homes that would be connected by the complete trail system. In addition, the trail system would provide connections to significant sites such as Dorothy Nolan elementary school, Gavin Park, and the McGregor Links Country Club. It is anticipated the Path would be implemented in 3 segments; segment 1: Jodi Lane to Carr Road, segment 2: Carr Road to Northern Pines Road and segment 3: Carr Road to Care Free Lane. It is also anticipated that a portion of the path along Carr road will be constructed as part of the Carriage Pines Development. *Estimated Cost of Town Contribution: \$500,000*

4.1.2.3 Weible Ave Pedestrian Improvements

A need to improve pedestrian accommodations in the Weible Avenue area has been identified. The existing roadway geometry and traffic control on Weible Avenue in the Town of Wilton do not provide any pedestrian facilities in this commercial area. It is expected that any future additions or changes to commercial property will include improved pedestrian accommodations in this area. Therefore, estimated costs associated with improvements to pedestrian accommodations in this area were not included in traffic mitigation fees.

4.1.3 Policy/Planning Recommendations

4.1.3.1 NYS Route 50 Corridor

Increases in traffic volume along the NYS Route 50 corridor within the Town of Wilton in the projected 2020 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 Town's share of specific study to address the longer-term strategies for NY Route 50. *Estimated Cost: \$50,000*

4.1.3.2 Ballard Road (CR 33) I/87 Interchange 16 Corridor

The projected 2020 conditions are anticipated to significantly increase traffic volumes along the Ballard Road corridor. In addition, construction of the proposed Wilton Global Developmental Center PUDD will further increase traffic volumes along this corridor. Although improvements to the Ballard Road corridor associated with increased traffic fall under County and 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 the Ballard Road/I-87 Interchange 16 corridor. 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 Ballard Road/I-87 Interchange 16 corridor. *Estimated Cost: \$50,000*

4.1.3.3 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: \$10,000*

4.2 Long-Term Concepts

Several long-term concepts were developed for various locations within the study area to address potential traffic conditions beyond the current planning horizon. These concepts are for planning purposes only and costs associated with construction were not included in traffic mitigation fees. Implementation of any of these concepts would first require additional study of the costs benefits, impacts and community acceptance of these actions. These long-term concepts are described below.

4.2.1 Ingersoll Road/Old Gick Road/ NY Route 50

Due to the proximity of the Ingersoll Road/Old Gick Road and Jones Road intersections with NYS Route 50, and the anticipated development in the immediate area, future conditions may cause overlapping queues at these intersections, causing significant delay. Signalization of the Jones Road intersection and coordination with the Ingersoll Road/Old Gick Road intersection could reduce congestion, but would not provide good access management to the NYS Route 50 corridor. Potential improvements strategies in this area include the realignment of Ingersoll Road opposite Jones Road and the relocation of the Old Gick Road/ NY Route 50 intersection to the south, midway between Perry Road and Jones Road, or the consideration of a roundabout that would control Route 50 Jones Road, Old Gick Road and Ingersoll Road. This could potentially provide a corridor with significant access management potential and traffic signals at uniform spacing (Perry Road, a relocated Old Gick Road and Jones Road). These concepts

could be further examined as part of a NY Route 50 corridor study, recommended as a short-term policy/planning recommendation (Section IV.A.3.a)

4.2.2 Gailor Road/Scout Road

The construction of I-87 corridor severed the connection between Gailor Road to the west of the corridor and Scout Road to the east of the corridor. As traffic in Wilton increases, the pressure on the two existing east-west collector crossings over I-87 within the Town (Jones Road and Ballard Road) and the roads that lead to these crossings will be increased. A potential improvement to address this issue would be to reestablish the connection between Gailor Road and Scout Road. Providing this connection would require a new bridge over I-87 (with no ramps to the mainline) and provide an alternate east-west collector road, allowing for better traffic distribution.

4.3 Prioritization of Improvements & Estimated Costs

A five-year plan was developed to prioritize and generate estimated costs for potential short-term improvements for the 2009-2020 planning period. The potential improvements have an estimated cost of 1,420,000 dollars. A summary of the improvement priority and costs is given in Table 8. Improvements to locations described in Section A.1 falling under county or state jurisdiction were not included in the five-year prioritization plan.

**TABLE 8
FIVE-YEAR PRIORITIZATION PLAN**

Program Year	Improvement(s)	Estimated Cost
1ST	Establish fund to participate in future corridor studies of Ballard Road (CR 33) and NYS Route 50.	\$110,000
	Establish fund for traffic monitoring on town roadways.	\$270,000
2ND	Construct Segments 1 and 2 of Gavin Path	
	Edie Road & NYS Route 50 Intersection – Geometric improvements to Edie Road approaches.	\$100,000
3RD	Perry Road:	
	1. Restripe Cross Section	\$10,000
	2. Construct multi-use pathways (pending easements)	\$160,000
4TH	Jones Road:	
	1. Geometric Improvements near NYS 50 Intersection	\$130,000
	2. Traffic Control Improvements to Carr Road Intersection	\$50,000
	Construct Segment 3 of Gavin Path	\$230,000
5TH	Old Gick Road:	
	1. Connector Road to Lowes Drive	\$200,000
	2. Construct multi-use pathways (pending easements)	\$160,000
Total		\$1,420,000

4.4 Fee Schedule

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 presents in Table 9.

**TABLE 9
PROPOSED 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.

5.0 CONCLUSIONS

Although development activity has slowed during the second half of 2008 and the beginning of 2009, there is still significant development interest and potential in the Town of Wilton. Interest for the potential development identified over the 2009-2020 planning period could have a significant impact at several locations within the Town of Wilton.

To address these impacts the following actions were included in a 5-year improvement plan:

1. Establish fund to participate in future corridor studies of Ballard Road and NYS Route 50.
2. Establish fund for traffic monitoring of town roadways.
3. Restripe existing Cross Section on Perry Road
4. Construct an "Old Gick Road Connector" to Lowes Drive
5. Traffic Control Improvements to the Jones Road/Carr Road Intersection
6. Geometric Improvements to NYS Route 50 Intersection
7. Contribution to the planned improvement at NY Route 50 and Edie Road
8. Construct a Multi-Use Paths in the Old Gick Road/Connector/Lowes Drive area
9. Construct a Multi-Use Path along Jones and Carr Roads
10. Construct a Multi-Use Path along Northern Pines Road

The above improvements were included in the five-year prioritization plan and estimated implementation costs were generated. The cost associated with the above improvements was estimated to be 1,420,000 dollars. Calculation of traffic mitigation fees based on proposed and potential development in the 2009-2020 planning period resulted in unit fees consistent with those identified in the existing fee schedule. Therefore, unit fees were not modified. In addition to the Short Term Improvements, two long-term concepts were also developed for consideration to address potential traffic issues that may occur beyond the 2020 planning horizon. These concepts are for planning purposes only and were not included in the calculation of traffic mitigation fees.

Implementing the short term improvements will maintain acceptable operations on all Town roadways and provide additional operational benefits at study locations identified as "hot spots" for the projected 2020 conditions such as providing alternatives for non motorized transportation. The proposed traffic mitigation fee schedule will generate the necessary funds for construction of the short-term improvements identified in the five-year prioritization plan.