

Village of Voorheesville Safe Streets Policy and Plan

July 2025



Acknowledgements

It is with gratitude and humility that we acknowledge that we are learning, speaking and gathering on the ancestral homelands of the Mohican people, who are the indigenous peoples of this land. Despite tremendous hardship in being forced from here, today their community resides in Wisconsin and is known as the Stockbridge-Munsee Community. We pay honor and respect to their ancestors past and present. We also acknowledge the Delaware Tribe and Saint Regis Mohawk Tribe who likewise are indigenous peoples of this land.

This report was prepared for the Village of Voorheesville and the Capital Region Transportation Council. It was funded in part through grants from the Federal Highway Administration and the U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

This plan is intended to provide a framework for advancing safe streets policies and infrastructure for all modes of transportation in the Village of Voorheesville. Recommendations are conceptual in nature, and do not commit the Village or Transportation Council to funding any improvements. Undertaking additional engineering or other follow-up work will be based upon funding availability.

Study Advisory Committee:

Sandra Misiewicz	Capital Region Transportation Council
Adam McCarvill	Capital Region Transportation Council
Audrey Burneson	New York State Department of Transportation
Matthew DeSimone	New York State Department of Transportation
James Mearle, P.E	Albany County
Lauren Oertel	Capital District Regional Planning Commission
Emily Loughlin	Capital District Regional Transportation Authority
Sean Dollard	Village of Voorheesville
Richard Straut	Village of Voorheesville
Brett Hotaling	Village of Voorheesville
Kaitlin Wilson	Village of Voorheesville
Linda Pasquali	Village of Voorheesville
Barbara Maughan	Village of Voorheesville

Plan Prepared By:



Table of Contents

Acknowledgements.....	2
Study Advisory Committee:.....	2
Executive Summary	1
Introduction.....	1
Study Area.....	1
Public Engagement Process	3
Complete Streets Policy	3
Priority-Area Conceptual Designs.....	5
Implementation and Funding.....	8
Plan Recommendations	9
Existing Conditions.....	12
Project Background	12
Demographic Profile	14
Activity Generators.....	14
Parks, Trails, and Natural Lands.....	15
Streams, Floodplains, and Wetlands.....	18
Zoning and Land Use.....	20
Transportation System.....	24
Existing Conditions Key Findings.....	50
Road Typologies.....	52
Priority Area-Specific Conceptual Designs.....	54
Implementation and Funding.....	68
Overview	68
Coordination	69
Funding	69
Internal Complete Streets Checklist	70
Evaluation Process.....	70
Complete Streets Policy.....	74
Road Typology Menu of Design Elements.....	82
Recommendations.....	84

Appendix A - Previous Plans Technical Memo
Appendix B – Priority Corridor Conceptual Designs and Cost Estimates
Appendix C – Public Engagement Summary and Public Comments.....
Appendix D – Precedent Imagery.....
Appendix E – Example Complete Streets Checklist.....

This page intentionally left blank

Executive Summary

Introduction

Vision

The Village of Voorheesville’s transportation system includes a multi-modal network that is safe, accessible, and comfortable for road users of all ages and abilities and accommodates residents and visitors alike. The safe, calm, quiet, village-scale streets provide amenities and an aesthetic that enhances the community and invites residents and visitors to explore the Village's many assets, including the Voorheesville Elementary School, parks, library, and commercial destinations.

Goals

This Safe Streets Policy and Plan aims to assess the existing transportation system and identify concept improvements to enhance multimodal safety, accessibility, and connectivity across the Village. Specifically, this study addresses:

1. Identification of key transportation safety considerations throughout the street network, accounting for the comfort of vulnerable road users.
2. Specific interventions on priority streets (Maple Ave, Voorheesville Ave, South Main Street) to address the community's transportation-related needs and concerns.
3. Formulation of a Complete Streets policy and plan to guide future decisions related to the design and construction of the streets throughout the village.

Study Area

The Village of Voorheesville is a small, historic railroad community located in Albany County at the junction of State Routes 85A and 156. With a population just under 3,000, the Village offers a mix of residential neighborhoods, community institutions, and local businesses, all within close proximity. While the study area is Village-wide, the plan places a particular focus on several priority corridors—including NYS Route 85A (Maple Avenue), Voorheesville Avenue (CR-306), and South Main Street (CR-201)—areas with high pedestrian activity, proximity to community hubs, and significant transportation infrastructure. The project study area and priority corridors are mapped in Figure 1.

Existing Conditions Key Findings

Demographics

- The Village has a high concentration of young people when compared to Albany County and the Town of New Scotland. The needs of these road users must be considered to ensure young residents without access to a vehicle are able to travel safely around the Village.
- Approximately 1 in 10 residents in the Village are disabled. The Village’s infrastructure must be accessible to ensure the needs of these residents are met.

Land Use & Zoning

- Most destinations and non-residential land uses within the Village are concentrated along Priority Streets that are owned and maintained by Albany County or New York State which limits the Village's control over street design. Strong collaboration and partnership with County and State partners will be needed on these corridors to promote access to these destinations by non-motorized users.
- The Village's recently updated zoning code encourages mixed uses and traditional village-scale commercial uses near existing destinations. This zoning, along with the Village's Architectural Design Guidelines, ensures that the future land use and urban form will promote a walkable Village center that will need to be supported with appropriate streetscaping and connectivity.

Environment

- The Vly Creek and floodplains within the Village overlap with NYS-85A, and local roads like Pine Street and Stonington Hill Road. It will be important to maintain the bridges and culverts along the creek to ensure these roads can withstand heavy rain events and flooding.

Transportation System

- Most roads serving residential areas of the Village are owned and maintained by the Village. Many of these roads are signed for 25mph and have traffic calming elements like speed bumps. Sidewalks are typically not provided on these roads, meaning vulnerable road users and vehicles frequently share road space.
- The Village has made recent progress expanding and filling gaps in its sidewalk network. There is currently a gap on North Main Street between planned sidewalk projects and existing sidewalks near the intersections of North Main Street and West Street.
- The most heavily trafficked roads in the Village are owned and maintained by NYS or Albany County. The Village will need to develop strong partnerships with these entities to ensure these roads meet the needs of residents as well as broader regional transportation needs.
- Maintenance responsibilities for the slip lane from Altamont Road (NYS-156) onto School Road (CR-208) are unclear, but historical records indicate Albany County is responsible for maintenance.
- The Village is served by transit via CDTA's Route 519 - Delmar Bypass Express. Service is limited, occurring only on weekdays and during peak commute times. Buses from Voorheesville to Downtown Albany arrive approximately every 30-minutes from 7am-8am; return service from Downtown Albany to Voorheesville arrives approximately every 30-minutes from 5pm-6pm.
- The Helderberg Hudson Rail Trail is a heavily trafficked trail linking the Village of Voorheesville to Downtown Albany and the larger Empire State Trail system. The trail serves as both a recreational and transportation asset for Village residents and an attraction for visitors.
- NYS-85A, NYS-156, CR-306, and CR-208 are all important routes for regional freight traffic. Trucks make up approximately 4% of all traffic on these roads. Additionally, the CSX bridge over NYS-85A has low clearance and cannot accommodate freight traffic.

Crashes and Safety

- Every crash that involved a bicyclist or pedestrian between 2019-2023 resulted in an injury. Despite representing a small portion of overall crashes in the Village, these vulnerable road users represented nearly half of all injuries due to crashes.
- Crashes in the Village tend to concentrate on the Priority Streets owned and maintained by the County or New York State. Additionally, these crashes tend to be concentrated near intersections. A comprehensive and collaborative approach will be needed to mitigate safety issues in these crash hot spots. Locations of note include, but are not limited to:
 - The intersection of Stonington Hill Road, NYS-85A, and Voorheesville Avenue;
 - NYS-85A between Swift Road and Mountainview Street, adjacent to the Voorheesville Elementary School
 - The intersection of South Main Street and Prospect Street adjacent to the Helderberg-Hudson Rail Trail trailhead
 - NYS-85A between Pine Street and the roundabout
- There are also several cases of freight trucks striking the low clearance CSX bridge.

Public Engagement Process

The Village of Voorheesville undertook a robust and inclusive public engagement process in support of the development of this plan to ensure community needs and perspectives were incorporated into all phases of planning. Outreach strategies included a public survey, interactive web mapping, two public workshops, and a dedicated project website.

Findings from public engagement showed broad support (85% of respondents) for more infrastructure for non-vehicular travel. Residents' primary safety concerns related to vehicle speeds, safety for the Village's youth, driver compliance at pedestrian crossings, and limited availability of pedestrian infrastructure. Specific locations where residents identified safety concerns include South Main Street, the CSX railroad underpass and adjacent mid-block crossing, and Voorheesville Avenue at the Helderberg-Hudson Rail Trail crossing. Additionally, residents highlighted a desire for improved comfort and access for non-vehicular road users to Village amenities like the Helderberg-Hudson Rail Trail and businesses on Main Street.

Complete Streets Policy

A Complete Streets Policy was prepared for the Village of Voorheesville to support the establishment of a local law that clearly states the Village will design streets under its jurisdiction to meet the needs of all road users of all abilities. Table 1 summarizes each policy clause in the draft Complete Streets Policy.

Table 1 Summary of the Village of Voorheesville Complete Streets Policy

Summary of Complete Streets Policy Clauses	
Community Vision	Reiterates the community vision established in the plan as the vision for the policy.
Policy Intent	States that the Village will ensure that all road projects, including regular maintenance, adhere to design standards that advance safety and usability for everyone that uses the roads, no matter their age or abilities.
Applicability to All Users	Identifies specific modes of transportation (ex: bicycles, pedestrians, etc.) included under the policy and establishes special consideration for children, the elderly, and people with disabilities.
Projects and Phasing	Establishes the policy’s relevance at every phase of a project lifecycle from visioning to construction.
Exceptions	Clarifies that exceptions can be made to the policy and outlines the necessary processes to ensure transparency around these decisions.
Commitment to an Integrated Network	Reiterates that this policy is applicable to the entire transportation system and that the system must ensure connectivity for all users.
Design Standards	Establishes that the Village will follow well-established design guidelines and best practices. Provides a list of applicable design guidelines for reference.
Context Sensitivity	States that the streets will be designed in a way that fits the context of surrounding neighborhood and natural environment so long as safety standards are maintained.
Performance Measures	States that the Village will measure implementation of the Complete Streets policy and use metrics to evaluate the efficacy of the policy. Provides a list of performance measures the Village may use.
Implementation Mandates	Outlines several steps that will be taken to ensure the Village is well positioned to implement the Complete Streets Policy. Includes identifying responsible entity for overseeing the policy and its implementation, providing training to Village staff, coordinating with local stakeholders, identifying funding sources using tactical urbanism and temporary infrastructure as an implementation strategy, etc.

Table 2 summarizes supplementary design principles that have been drafted as optional policies to provide further guidance on design details related to road user comfort and connectivity.

Table 2 Village of Voorheesville Complete Streets Supplementary Design Principles

Summary of Supplemental Design Principles	
Universal Principles to Promote Safety, Accessibility, and Comfort for Vulnerable Road Users	<p>A collection of supplemental policies to inform design decisions that will promote safety, accessibility, and comfort for road users outside of vehicles on topics where existing design guidelines may not provide specific guidance. They include the following:</p> <ul style="list-style-type: none"> • <u>Pedestrian travel speeds</u> – Defining all pedestrian travel speeds at the federally recognized speed for the elderly ensures all designs accommodate pedestrians of this ability. • <u>Limiting curb cuts and maintaining consistent sidewalk elevation</u> – Discouraging frequent curb cuts and/or drops in sidewalk elevation for driveways helps to maintain a level sidewalk surface which makes getting around easier for people with mobility challenges. • <u>Speed Limit Reduction</u> – Lowering speeds within the Village will ensure that when crashes do occur, they are less severe. Additionally, this clause recommends that streets be designed for the signed speed which puts an emphasis on design to control speeds as opposed to increasing enforcement.
Universal Principles to Promote Connectivity and an Integrated Network	<p>A collection of supplemental policies to inform design decisions that will promote connectivity on topics that existing land use regulations may not cover. They include the following:</p> <ul style="list-style-type: none"> • <u>New Development</u> – Strongly recommends that new developments connect to existing infrastructure for active transportation so long as the development is near the existing infrastructure. Additionally, it strongly recommends that new developments provide active transportation connections to existing developments to promote connectivity and shorter travel distances for active transportation users.

Priority-Area Conceptual Designs

The plan includes the entire Village of Voorheesville, but has a particular focus on three priority corridors, including NYS-85A, Voorheesville Avenue (County Routes 201 and 306), and South Main Street. These priority corridors handle the most traffic through the Village in addition to providing access to most of the Village’s non-residential land uses. The rights-of-way in these corridors are owned by Albany County and the New York State Department of Transportation (NYSDOT), which means the Village must collaborate with these entities to make changes to the design of the roadway.

Three specific locations within these corridors were chosen based on public feedback and a review of existing conditions to develop conceptual designs that show what a complete streets

design could look like at these locations. The conceptual designs focus on addressing residents' concerns and issues identified during the existing conditions analysis, while also ensuring the standards and requirements of both Albany County and NYSDOT are taken into consideration given roadway ownership and the role these roads play in the broader regional transportation system.

Full scale renderings of each concept are available in Appendix B.

NYS-85A Mid-Block Crossing at the Jim Nichols Memorial Park

Nearly every resident that attended public workshops noted safety concerns when using this crossing. Because this crosswalk connects to a park many local children rely on it to access the park. There is limited visibility of the crosswalk due to a blind turn and buildings located immediately adjacent to the right-of-way. Additionally, wide lanes paired with wide shoulders do little to discourage speeding through the turn where the crosswalk is located.

The conceptual plan addresses speeding and visibility concerns by recommending curb extensions, pedestrian scale lighting, high visibility crosswalk paint, narrowing travel lanes, and several interventions – like Rectangular Rapid Flashing Beacons (RRFB) – that will require approval from NYSDOT to implement.

Beyond the measures that explicitly address resident concerns, several other improvements are recommended at this crossing. Shared roadway markings help to clarify that bicyclists may use the full lane. Amenities like street furniture, maps, and a viewing area for the Vly Creek support pedestrian comfort and make for a more seamless transition between the park space and the roadway. A new sidewalk connection west of the crosswalk on the north side of the road provides a more direct connection between the Jim Nichols Memorial Park and Hotaling Park. Finally, new stormwater drainage locations ensure that the roadway changes do not cause flooding and runoff issues.

Intersection of NYS-85A, Voorheesville Avenue, and Stonington Hill Road

Residents and elected officials in the Village noted several issues at this intersection, making it one of the most common locations where specific feedback was given. Concerns largely pertained to the intersection geometry, gridlock that can be created with multiple vehicles making left-hand turns, perceptions of safety – particularly poor compliance yielding at crosswalks, and poor signage alerting freight vehicles of the upcoming low bridge when traveling east on NYS-85A.

The most significant change proposed in this conceptual redesign is the geometry of the intersection, which was identified as the root cause for most of the concerns raised in relation to the intersection. In this concept, Voorheesville Avenue meets NYS-85A at a 90-degree angle as opposed to the current geometry which has the roads meet closer to a 45-degree angle. This alteration will improve visibility at the intersection and alleviate gridlock by providing more space between Voorheesville Avenue and Stonington Hill Road.

Crosswalks are placed closer together around the intersection of Voorheesville Avenue to match the new geometry. A pedestrian refuge is recommended on Stonington Hill Road by extending the existing green-median to the intersection. This improves pedestrian comfort in the crossing by creating two short crossings rather than one long crossing; additionally, it forces drivers to take the turn at a 90-degree angle which slows traffic and improves compliance yielding to pedestrians at crossings.

Finally, existing signage warning freight vehicles of the upcoming low bridge on NYS-85A is relocated for improved visibility. An additional sign is added further west of the intersection with Voorheesville Avenue to provide more advanced warning, and another sign is added facing Voorheesville Avenue to alert large freight vehicles that they cannot make a left-hand turn at this intersection.

S. Main Street

Many residents and officials from the Village noted that the Village's Main Street is experiencing a revival. With bicyclists and pedestrians coming from the Helderberg-Hudson Rail Trail, there is increased foot traffic on Main Street and several new businesses opening along the corridor. Additionally, during a review of sidewalk conditions several accessibility issues related to utility poles, mailboxes, and bushes blocking pedestrian access routes as well as poor sidewalk conditions were observed on Main Street. Finally, several residents noted that connections from the Helderberg-Hudson Rail Trail trailhead and Main Street are lacking.

The focus of this conceptual design is to ensure accessibility in compliance with ADA standards along Main Street. To do this, utility poles are recommended to be relocated further away from buildings and sidewalks are widened at the new utility pole locations which also provides space for mailboxes and trashcans without blocking pedestrian access routes. While some street parking will need to be removed to accommodate relocation of utility poles, there is expected to be an overall increase in parking along the Main Street corridor as the Village plans to create a municipal parking lot at the former Phillips Hardware building at 18 S Main Street.

To create a more inviting Main Street several improvements are proposed. Pedestrian scale lighting is recommended throughout the corridor to improve aesthetics and add a visual cue to all road users that this is a space that expects significant foot traffic and retail activity. Street trees are added to achieve similar results and provide shade in warm weather. A high visibility raised crosswalk along with curb bump outs is recommended at the proposed municipal parking lot to create a direct connection from the lot to either side of the street also slowing vehicle speeds in the corridor. Finally, several gateway improvements - like additional trees, lighting, wayfinding

signage and maps, and historic displays - are recommended at the Helderberg-Hudson Rail Trail trailhead to encourage visitors to visit Main Street from the trail.

Implementation and Funding

Complete Streets implementation is a complex process that includes planning, design, construction, and maintenance. It incorporates engineering practices and judgment, while engaging appropriate stakeholders to consider and understand how a project will accommodate the needs of all road users within the Village. The implementation process is critical for integrating appropriate complete street elements across the Village's street typologies. It is also understood that not all recommended elements can be implemented in all projects, but that a balance must be met where road widths and other constraints may be present. It will be the responsibility of the Village and project designers, in coordination with project sponsors and involved partners, to prioritize the design features that are most applicable based on existing physical conditions, desired conditions, modal preferences, long-term maintenance, and availability of funding.

The guidance within this document focuses on the following core aspects of Complete Implementation:

- **Coordination:** outlines various agencies, stakeholders, and entities that the Village will need to collaborate to ensure successful implementation of the Complete Streets Policy.
- **Funding:** identifies potential funding sources and provides guidance on project timelines that will allow the Village to seek external funding.
- **Internal Complete Streets Checklist:** provides a formalized method for the Village to plan, design, and track the implementation of complete street efforts within the Village while maintaining a consistent and transparent process
- **Evaluation Process:** provides a clear process that will allow the Village to review public and privately sponsored projects for compliance with the Complete Streets Policy.

Plan Recommendations

Table 3 Voorheesville Safe Streets Policy and Plan Recommendations

Recommendation Category	Time Frame	Involved Departments or Organization	Funding Sources
Voorheesville Elementary School			
Expand the school speed zone to include Altamont Rd and overflow parking lots at Tork’s Hill and St. Matthew’s Church	Short Term	Village of Voorheesville, NYSDOT, Voorheesville School District	N/A
Evaluate all crossings that serve the school to ensure they meet best practices relating to safety; consider relocating some crossings to better match real pedestrian behaviors.	Intermediate	Village of Voorheesville, NYSDOT, Voorheesville School District	NYSDOT Transportation Alternatives Program – Safe Routes to School
Install speed cameras in the school zone around the Elementary School to automate enforcement.	Short Term	Village of Voorheesville, NYSDOT, Voorheesville School District	Self-funded
Additional Plans and Studies			
Work with the Transportation Council to develop and adopt an ADA Transition Plan to ensure all sidewalks and pedestrian infrastructure meet accessibility standards.	Intermediate	Village of Voorheesville, Capital Region Transportation Council	Transportation Council Unified Planning Work Program

Develop and implement a Village-wide trails and connectivity plan to identify opportunities for new active transportation connections that are not within existing roadways.	Long Term	Village of Voorheesville, Town of New Scotland, Albany County	OPRHP Recreational Trails Program; Trust for Public Land Equitable Communities Fund; NYSDOT TAP/CMAQ
Other Recommendations			
Adopt a Village-wide speed limit of 25mph that will be applied to all Village-owned roads with the completion of a signed letter from a licensed engineer. Collaborate with NYSDOT and Albany County to identify a “downtown” area of the Village where speed limits can be lowered on State- and County-owned roads.	Short Term	Village of Voorheesville, Transportation Council, NYSDOT, Albany County	N/A
Update Village Zoning and Site Plan Review laws to incorporate connectivity standards and ensure land use laws align with the Complete Streets Policy.	Short term	Village of Voorheesville Planning Board	N/A
Continue working with CDTA to improve transit service in the Village.	Ongoing	Village of Voorheesville, CDTA	N/A
Continue working with the Town of New Scotland to enhance connectivity between the Village and nearby neighborhoods under the Town’s jurisdiction.	Ongoing	Village of Voorheesville, Town of New Scotland	N/A
Continue working with the Albany County Sheriff to enforce traffic laws within the Village.	Ongoing	Village of Voorheesville, Albany County Sheriff	N/A
Incorporate sidewalks, bike facilities, and traffic calming into the Village's yearly repaving program	Ongoing	Village of Voorheesville	Self-funded

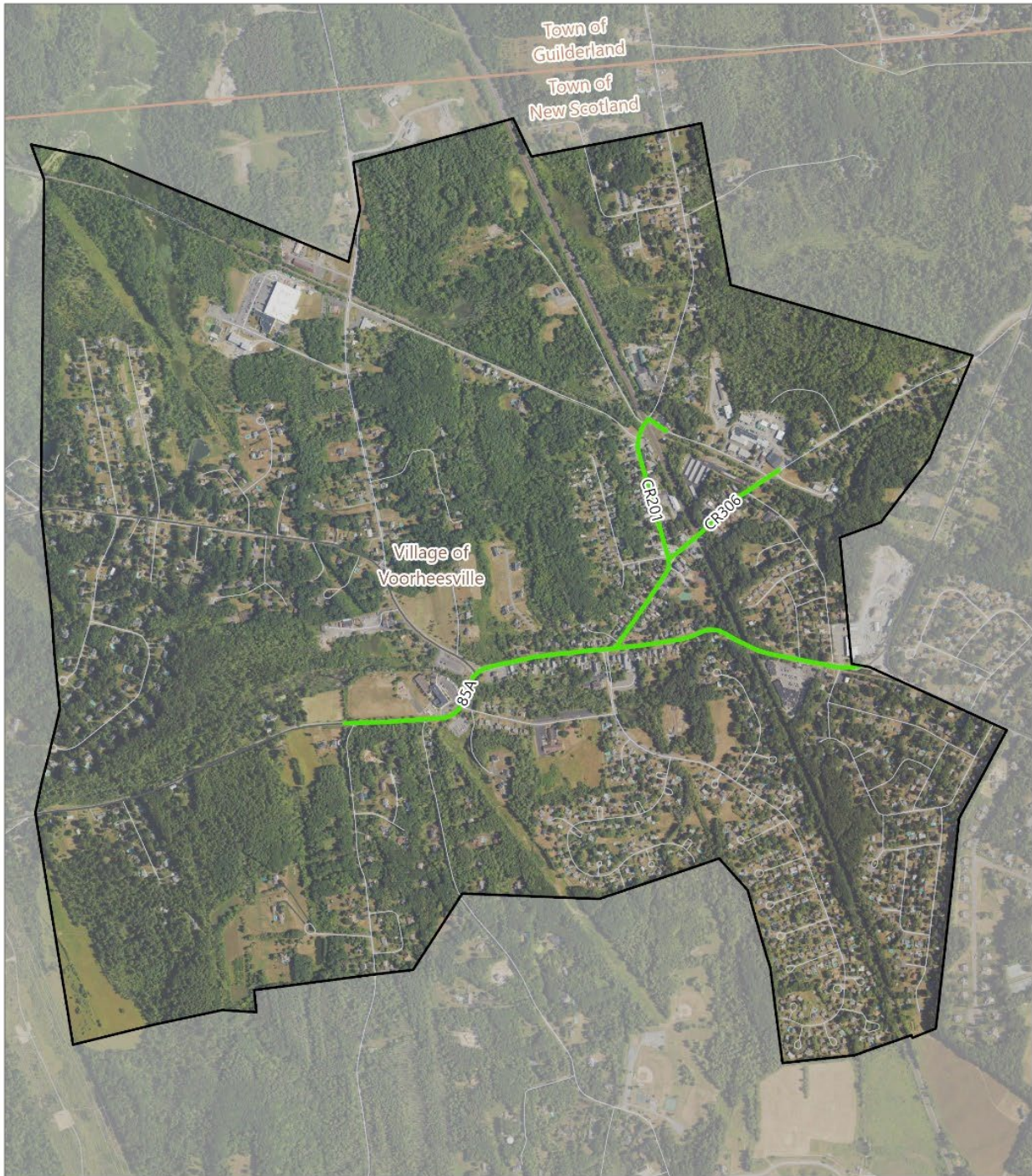
Collaborate with the Voorheesville School District, youth sports leagues, and other groups that run programs in the Village to develop Traffic Management Plans for pickup and drop off periods.	Ongoing	Village of Voorheesville, Albany County Sheriff, Voorheesville School District, Kiwanis and other youth programs	N/A
Collaborate with Albany County Department of Health to utilize their temporary infrastructure lending library for road demonstration projects and temporary installations.	Short term	Village of Voorheesville DPW, Albany County Department of Health	N/A
Collaborate with Albany County to consider design elements to slow traffic on School Road.	Intermediate	Village of Voorheesville, Albany County	NYSDOT TAP/CMAQ
Remove the slip lane at Altamont Road and School Road.	Intermediate	Village of Voorheesville, Albany County, NYSDOT	N/A
Review parking regulations in the zoning code to determine if regulations match intent. Several land uses require more square footage allocated to parking than the intended use.	Intermediate	Village of Voorheesville Planning Board	N/A



Existing Conditions

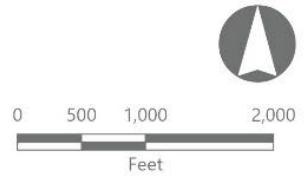
Project Background

The Village of Voorheesville is in Albany County at the intersection of State Routes 156 and 85A. The small Village is home to a population of 2,841 and is located about 5 miles west of the City of Albany. The westernmost trailhead of Albany County's 9-mile Helderberg Hudson Rail Trail is located in the Village. CSX owns an active rail line that runs north-south and Norfolk-Southern owns the rails that come from the west and join the CSX line in the north side of the Village. The Village is a dense mix of historic residential neighborhoods, cul-de-sac subdivisions, small businesses, senior housing, churches, civic properties, pocket parks and passive recreation areas. The study will include the entire Village of Voorheesville but will focus especially on the following priority streets: State Route 85A (Helderberg Pkwy and Maple Ave.) between Crow Ridge Rd. and the eastern Village boundary at Circle Dr., which includes the areas around Voorheesville Elementary School and the CSX railroad bridge; Voorheesville Ave. between Maple Ave. and Village Auto Ln., which includes the vicinity of the Helderberg Hudson Rail Trail crossing; S. Main St., which includes the Village's business district; the vicinity of the intersections between N. Main St., Foundry Rd, Grove St, and the railroad tracks; and Grove St. from N. Main St to the Albany County Rail Trail crosswalk (see map, below).

Figure 1 Voorheesville Safe Streets Policy and Plan Study Area



-  Priority Street
-  Study Area

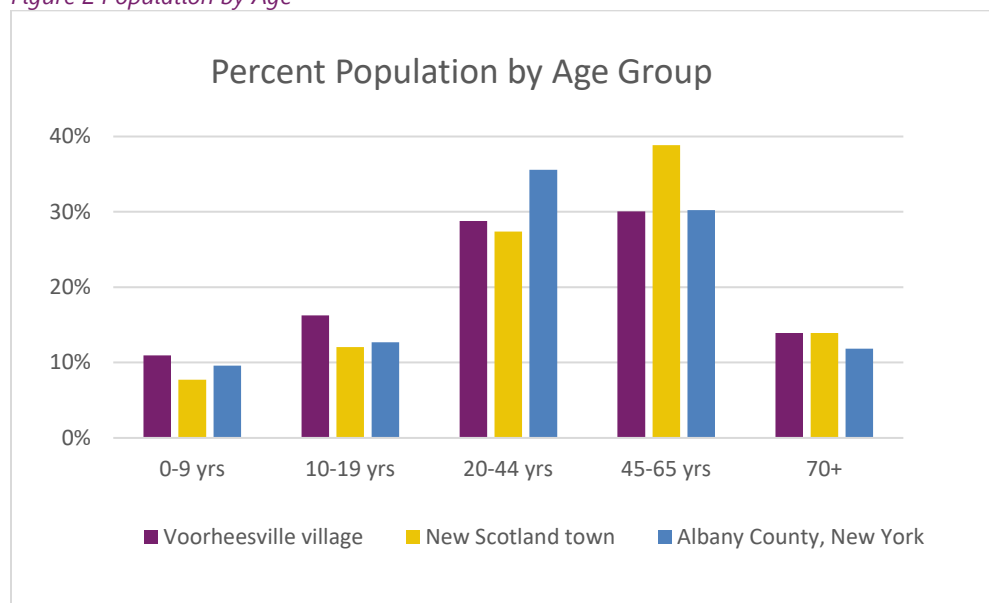


Basemap: USDA NAIP "2022 New York 60cm" orthoimagery map service

Demographic Profile

The Village of Voorheesville is home to a greater proportion of children relative to the surrounding Town of New Scotland and Albany County (Figure 2) Voorheesville has a higher percentage of residents below the age of 20 than the other two geographies, approximately 25% of the population is below 20 years old. This younger population would benefit from safer street design and multimodal infrastructure as they are less likely to have access to a vehicle and need ways to safely access destinations within the Village. Approximately 58% of the Village's population is between 20 and 65 years old. The Village implementing safe streets for all users would also benefit the 70 and older population as they are less likely to be driving as well. It is important to note that over the last 15 years or so the total population has increased an insignificant amount across the three geographies.

Figure 2 Population by Age



Activity Generators

The Village, while small, has a handful of popular destinations that generate activity and draw people to the community. The major destinations and a brief description of their locations are listed below:

- **Hannaford** – This is the primary grocery store for the community and is located off Maple Avenue (NYS-85A), one of the priority streets.
- **Voorheesville Elementary School** – This school is located off Helderberg Parkway (NYS-85A), another priority street within the study area.
- **Voorheesville Public Library** – This destination is found at the corner of School Road and Prospect Street and is located adjacent to the railroad.

- **Helderberg Hudson Rail Trail Trailheads** – The Rail Trail trailheads are located off Grove Street at the intersections of Voorheesville Avenue (CR-306) and South Main Street (CR-201), both are priority streets.
- **Northern Barrel** – A popular eatery and bar located along North Main Street in the study area.
- **Romo’s** – New pizzeria opening on Maple Avenue (NYS-85A), a priority street.
- **Nichols Park** – A small park that is located behind the Voorheesville Village Building and is in between Voorheesville Avenue (CR-306) and Maple Avenue (NYS-85A), two of the priority streets.
- **Atlas Copco** – This destination is a major employer in the study area and is located off School Road.
- **Serendipity Day Care** – This destination is found on Grove St. directly adjacent to the rail trail and Voorheesville Avenue.
- **Downtown** – Downtown Voorheesville runs along South Main Street and Voorheesville Ave to the Albany County Rail Trail. The area is made up of small, independently owned businesses and venues such as a bakery, culinary studio, music venue, gift shop, jewelry store, bakery, and breakfast café. The Village Building, Albany County Sheriff’s office and the U.S. Post Office are also located nearby. The newly opened Blackbird Bike Café and Blackbird Tavern prominently anchor the corners of South Main St. at Voorheesville Ave. Downtown Voorheesville is primarily served by priority streets.

Parks, Trails, and Natural Lands

The village boasts parks, trails, playgrounds and recreational areas available to the public. There are also potential sites that may be developed into additional recreational uses or event venues in the future.

Jim Nichols Park

Nichols Park is in the heart of the Village behind the Village Hall building. The park features athletic facilities, playground equipment, bicycle parking and fix-it station, a peace garden and rain garden, and access to the Vly Creek while also serving as an important connection from NYS-85A to the intersection of Voorheesville Avenue and Main Street.

Hotaling Park

Hotaling Park is located at the intersection of NY-85A and Voorheesville Avenue. It features gardens, a Gazebo, seating areas, and clock memorializing the centennial anniversary of the Village. In the absence of sidewalks on that corner, it also serves as an important pedestrian connection by providing paved walking paths between Voorheesville Avenue and NY-85A/Maple Ave.

Voorheesville Elementary School

The Voorheesville Elementary School athletic fields, community garden, and playground are open to the public while school is out of session.

Tork's Hill

Tork's Hill, located on Altamont Ave across from the Voorheesville Fire House, is a popular and well-known sledding hill. The Village is interested in one day developing the site into an outdoor events and music venue.

Black Creek Marsh Wildlife Management Area

This 450-acre natural area, managed by the New York State Department of Environmental Conservation (NYSDEC), lies partially within the village and provides several amenities including hiking, hunting, fishing and birdwatching. Public access from the village can be found at the end of Kling Road, off NYS-156/ Altamont Rd. The primary NYSDEC parking area is located 0.25 miles north of the Voorheesville Public Library on School Rd, just outside the village-town line.

Helderberg-Hudson Rail Trail

The Helderberg-Hudson Rail Trail is a paved, multimodal trail maintained by Albany County that extends 0.42 miles within the village. It is popular with local and regional bicyclists, runners, and recreationalists, attracting an estimated 82,721 users at the Grove St. trailhead at the terminus of the trail in 2023 according to trail counts conducted by the Capital Region Transportation Council. From the Village, the trail extends approximately 8.5 miles and terminates in the City of Albany's South End where it links to the South End Connector Trail and the broader Empire State Trail system.

Salem Hills Neighborhood Public Easement

An easement in the Salem Hills Neighborhood provides a publicly accessible natural area maintained by the village. This land connects the various residential cul-du-sacs to each other via trails that have the potential to be enhanced and connected to other trail networks and the New Scotland Town Park.

Scotch Pine Neighborhood Park

A small park in the Scotch Pine neighborhood adjacent to the railroad tracks. The park contains a small playground and natural areas.

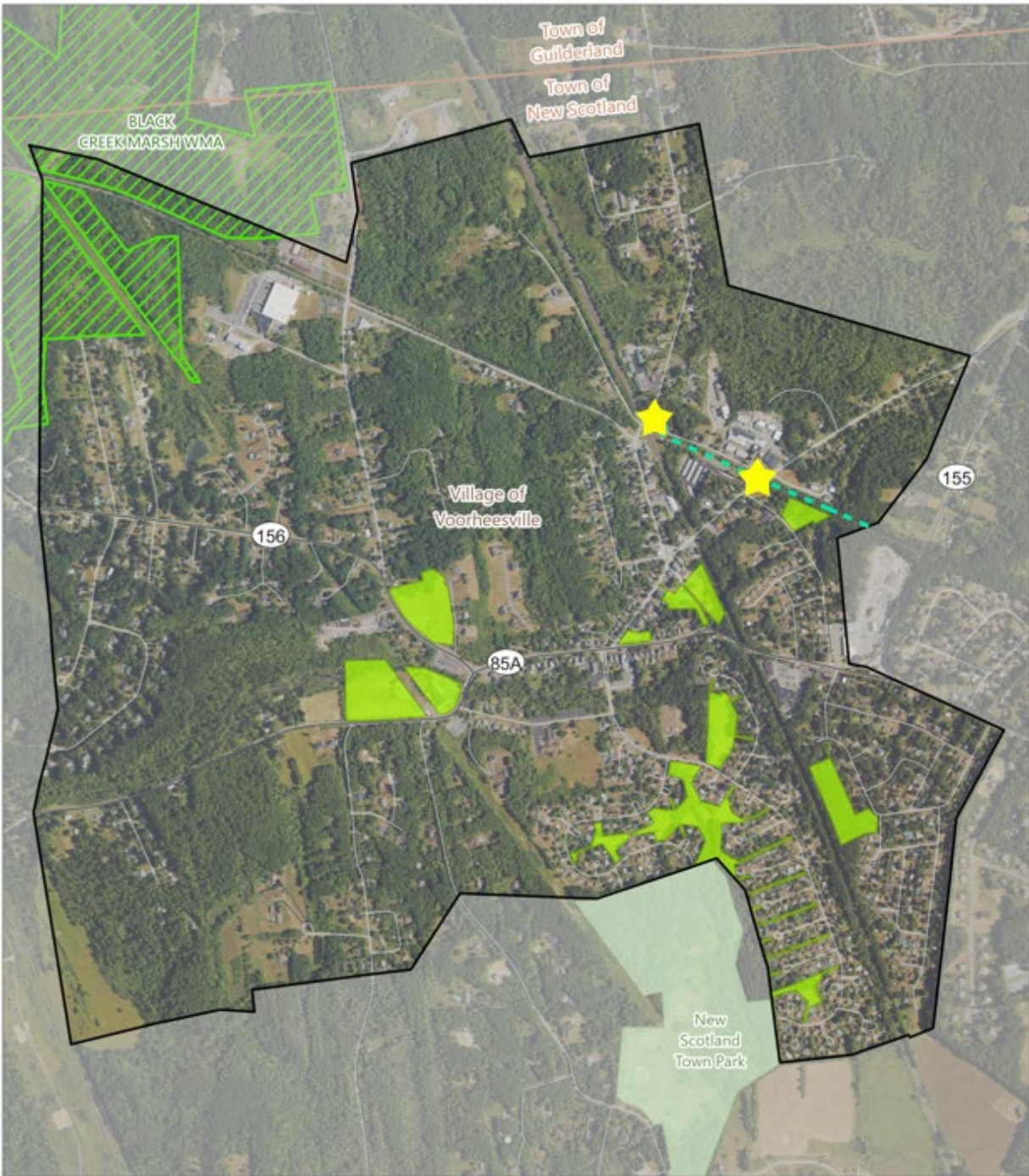
Pine Street Park

This park contains a small parking area, picnic table, and access to the Vly Creek. It is a popular destination for fishing in the Village. While immediately adjacent to the rail trail, there is access to the trail from this park due to a steep slope that is densely wooded.

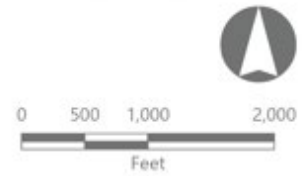
Voorheesville Public Library

The Voorheesville Public Library has expressed interest in developing a parcel of land that it owns near the library into a recreational use.

Figure 3 Parks and Natural Lands



- ★ Trail Head
- - - Albany County Rail Trail
- Publically Accessible Recreation Area
- NYSDEC Land
- New Scotland Town Park
- Study Area



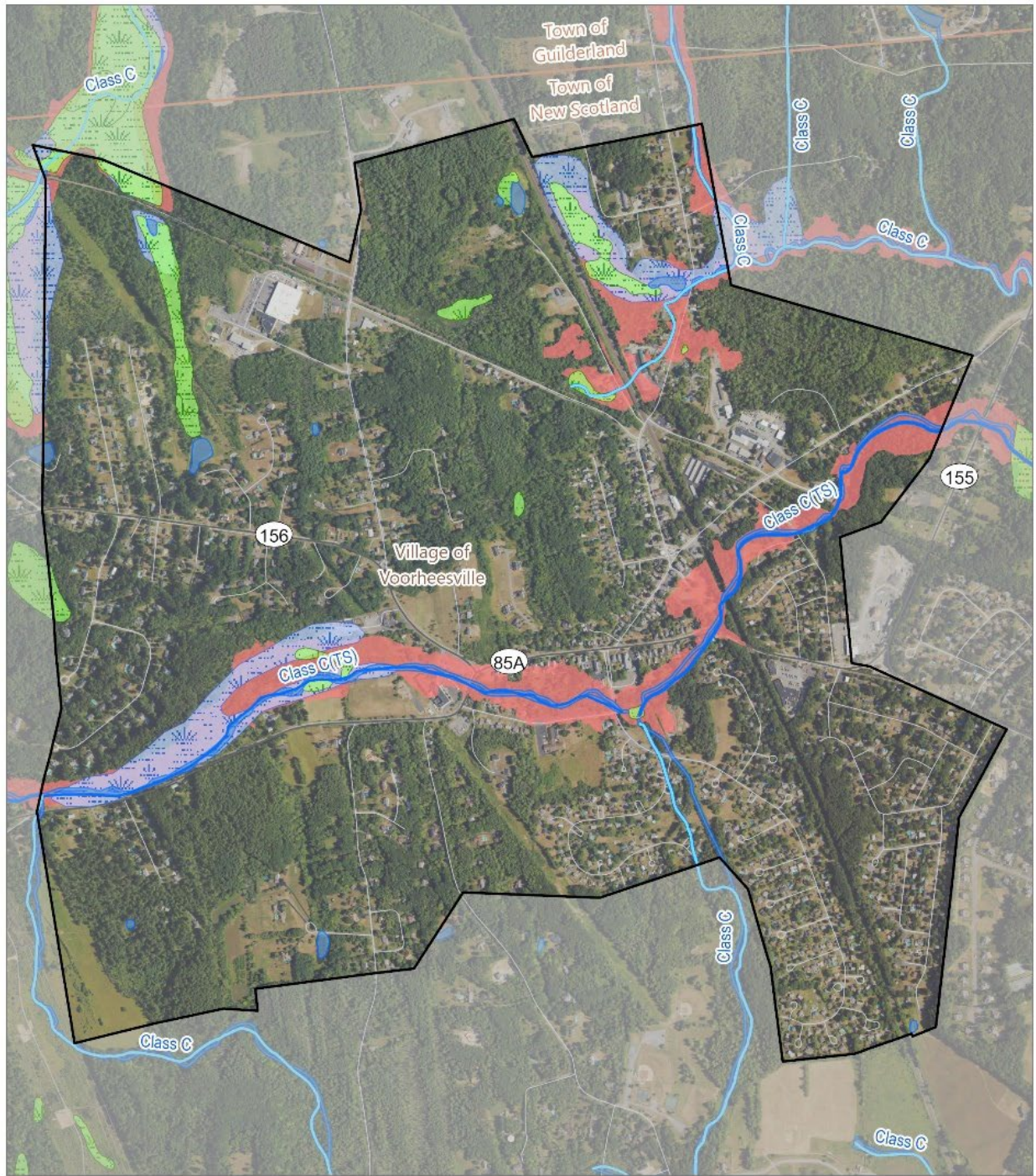
Basemap: USDA NAIP "2022 New York 60cm" orthoimagery map service

Streams, Floodplains, and Wetlands

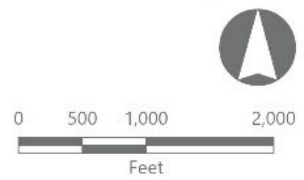
Vly Creek and various tributaries flow through the Village of Voorheesville, resulting in the presence of FEMA 100-year floodplains. Vly Creek runs adjacent to NYS-85A west of the intersection with Voorheesville Avenue, and adjacent to Voorheesville Avenue (CR-306) to the east of the intersection. The FEMA 100-year floodplain overlaps with NYS-85A several times within the study area. Stormwater management along this corridor will be important to mitigate flooding impacts during heavy rain events as the likelihood of severe weather is increasing year after year. Additional FEMA 100-year floodplains are located along the northern border of the Village, the largest of which is northwest of the Helderberg-Hudson Rail Trail trailhead at the intersection of Grove Street and Main Street.

The National Wetland Inventory (NWI) and the New York State Department of Conservation (NYSDEC) wetland inventory show wetlands in the northwest corner of the Village near the NYS Black Creek Marsh Wildlife Management Area, immediately west of North Main Street and West Street, and along Vly Creek west of the Voorheesville Elementary School.

Figure 4 Steams, Floodplains, and Wetlands



- | | |
|------------------------------|---------------------------------|
| NYSDEC Stream Classification | NWI Mapped Wetland |
| — Class C(TS) | NWI Mapped Pond/Riverine |
| — Class C Stream | FEMA 100-Year Flood Hazard Area |
| — NYSDEC Mapped Wetland | Study Area |



Basemap: USDA NAIP "2022 New York 60cm" orthoimagery map service

Zoning and Land Use

Zoning

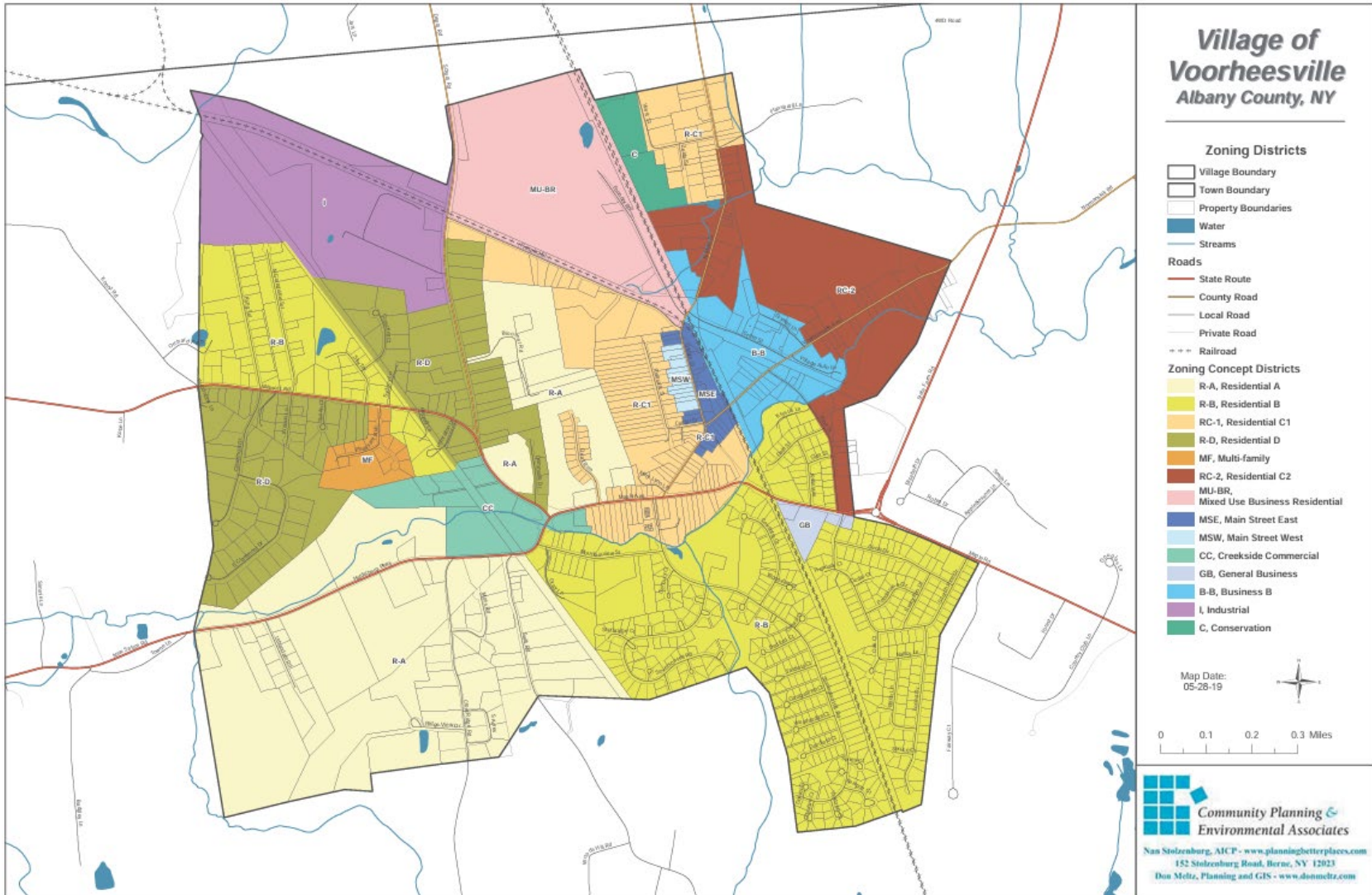
The Village's zoning code¹ was updated in 2019 to encourage mixed-use development and traditional village-scale commercial uses near existing destinations. The new zoning, along with the Village's Architectural Design Guidelines, ensures that changes to land uses and the urban form will maintain the building density and street wall of the historic village center. Land zoned for residential uses is found throughout the study area. Industrial (I) and mixed-use (MU-BR) zoned areas are found in the northern portion of the study area on either side of School Road. Business and retail (MSE, MSW, and B-B) zoned areas are generally found along South Main Street and Voorheesville Avenue while Creekside Commercial (CC) and General Business (GB) zoning districts can be found along Maple Avenue and Altamont Road.

The priority streets of County Route 201, County Route 306, and State Route 85A are surrounded by the following zoning districts:

- Business B (B-B)
- General Business (GB)
- Mixed Use Business Residential (MU-BR)
- Residential C1 (RC-1)
- Residential C2 (RC-2)
- Residential B (R-B)
- Residential A (R-A)
- Main Street East (MSE)
- Main Street West (MSW)
- Creekside Commercial (CC)

¹ Village of Voorheesville Zoning Law, 2019

Figure 5 Village of Voorheesville Zoning Map

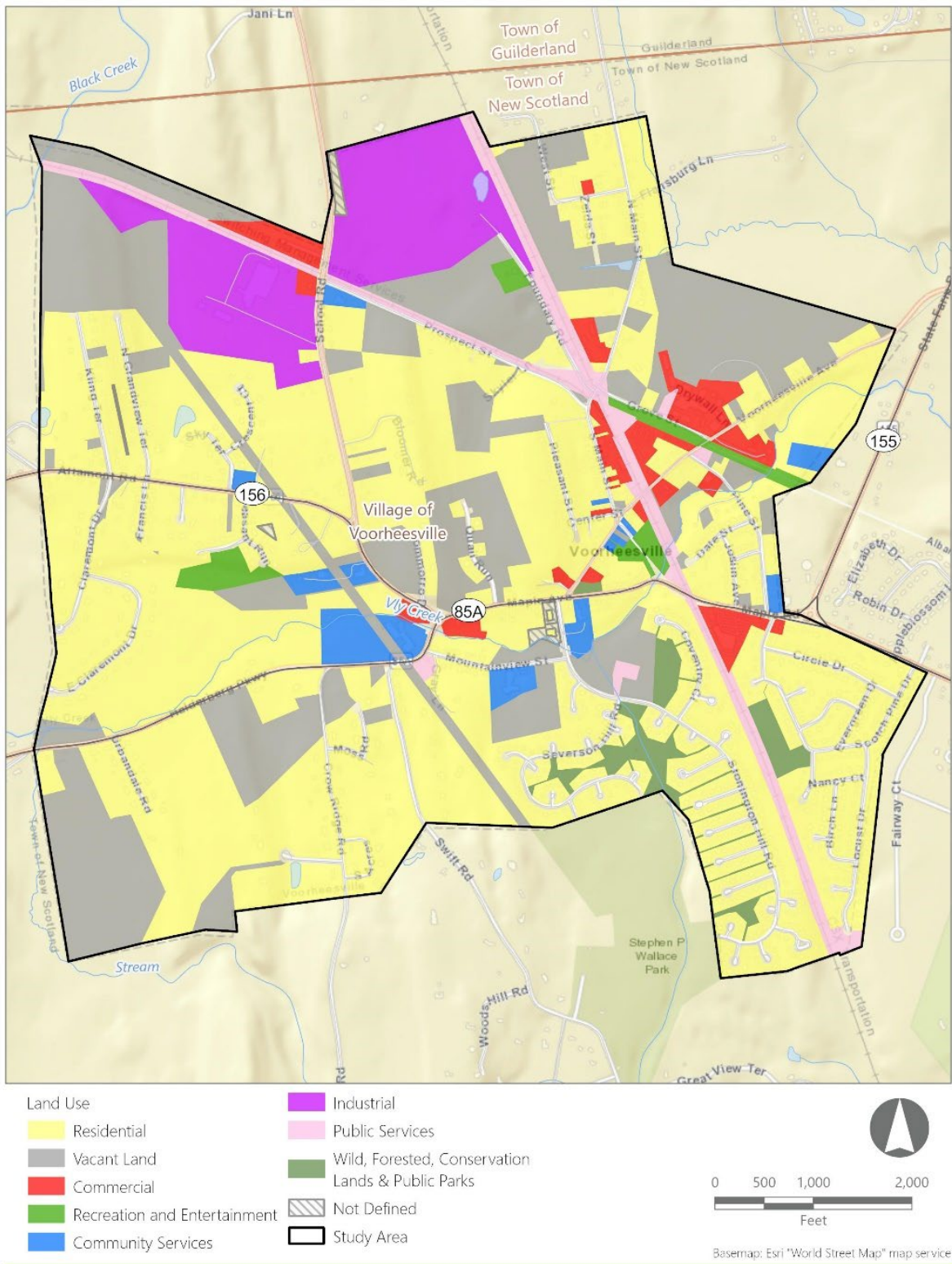


Land Use

Most of the land within the Village is primarily residential, evidenced by over 80% of the parcels having a residential property class designation. Large groupings of residential parcels can be found throughout the village, except for the northwest corner which is dominated by industrial, vacant, and commercial land. Most of the village's commercial land is concentrated along the priority streets, particularly along Voorheesville Avenue and South Main Street. Additional commercial land uses exist near the NYS-85A/Maple Ave. and NYS-156/Altamont Rd. intersection, and at the intersection of Prospect Street and School Road near the Voorheesville Public Library. Industrial land uses are also concentrated near the Prospect Street and School Road intersection on the northern periphery of the Village. Parcels with the Recreation and Entertainment property class codes, as well as Wild, Forested, Conservation Lands & Public Park land class codes are scattered throughout the study area. This distribution may speak to the need to expand multi-modal connections to various destinations around the Village. Parcels with Public Service and Community Service property class codes are also scattered throughout the study area and are frequently located near commercial properties.

Homes predominantly consist of detached single-family houses with a limited number of two-family dwellings, mostly located along Maple Ave and South Main St, and some three-family dwellings. There are several cul-du-sac developments within the Village. There are a few single-family homes with accessory apartments sprinkled throughout the Village. Rural residential dwellings can be found on the outskirts of the Village. The parcel code data shows only one mobile home in the village, and a handful of multi-purpose/multi-structure uses.

Figure 6 Land Use. Source: Property Class Codes, Albany County Tax Assessment Maps



Land Uses along the Priority Streets

Within the Village, NY- 85A (Helderberg Pkwy, Maple Ave., and Maple Rd.) spans 1.5 miles through various land uses including undeveloped forest, suburban residential, village residential, and commercial areas. It connects a variety of important community destinations including Voorheesville Elementary School, Hotaling Park, a Mobil gas station, the First United Methodist Church, Hannaford grocery store, Key and BSNB Banks, a pizza shop, and an Albany County DOT facility.

County Route 306 to the Village boundary (Voorheesville Ave.) supports a mix of land uses including the Village Building, American Legion, the Sheriff's office, restaurants, cafes, and other commercial and mixed-use properties. Notably, many of these buildings are historically and architecturally significant. Village-density residential buildings are located along and near this corridor. The road passes over a CSX rail line and the Helderberg-Hudson Rail Trail between Pine St. and Grove St. Voorheesville Ave. provides access to a cluster of industrial properties to the north and south of the Helderberg-Hudson Rail Trail.

The portion of CR-201/Main Street south of Prospect St. includes a mix of densely situated single family homes, mixed-use buildings, and commercial properties that make up the core of the village's downtown area. Residential and commercial properties become sparser on North Main St. as the road stretches north out of the Village.

Local roads in the Village of Voorheesville primarily serve residential neighborhoods and connect to some businesses and services located outside of the primary activity nodes such as Atlas Copco and the Voorheesville Public Library.

Transportation System

Roadway Characteristics

The intersection of NYS-85A/Maple Ave. and NYS-156/Altamont Road is the only instance of a signalized intersection in the village. Most local roads in the Village are signed for 25mph speeds with some streets – typically near the Village boundary - signed at 30mph. Many of the roads signed for 25mph also contain speed bumps to calm traffic.

Functional Classifications

The NYSDOT & FHWA group roadways into classes according to the character of service they provide and the way they function within the network of nearby roads². This Functional Classification system can be used for planning purposes and is tied to design standards such as

² <https://www.dot.ny.gov/gisapps/functional-class-maps>

lane widths, shoulder widths, and curve radii. All the roads in the Village of Voorheesville are classified as either 'Urban Local' or 'Urban Major Connectors'.

State Route 85A, State Route 156, and CR-208/School Road are classified as Urban Major Collectors. The eastern portion of NYS-85A is a major arterial. These road types function to connect local roads and streets with arterials. All other roads in the village are classified as Urban Local, which provide access to local residential areas, businesses, and farms.

Right of Way, Travel Lane Widths

The right of way width on NY-85A is 40-50 feet. The through-lane width on NY-85A is 20 feet. The right-of-way (ROW) on CR-306/Voorheesville Ave. is 40-feet wide and the through lane width is 22 feet. The right-of way on CR-201/South Main Street is also 40-feet wide and the through-lane width for this road is 24 feet. The local roads within the village have through lane widths ranging from the 12-foot-wide slip lane all the way to a portion of Stonington Hill Road that is 46 feet wide. The through lane width for Grove St. is 28 feet wide.

Toward the east side of the village, NYS-85A/Maple Ave narrows significantly by reducing the sidewalk width to pass under a CSX railroad bridge shortly before it exits the village at the roundabout with State Farm Rd.

Travel lane widths on local residential roads vary, typically between 11ft-13ft for each travel lane.

Table 4 Right of Way and Lane Widths

Road Name	Right of Way Width	Through Lane Width	Priority Street? (Y/N)
NYS-85A/Maple Ave	40-50ft	20ft	Yes
CR-306/Voorheesville Ave	40ft	22ft	Yes
CR-201/South Main Street	40ft	24ft	Yes
Local Roads	N/A	12ft – 46ft	No

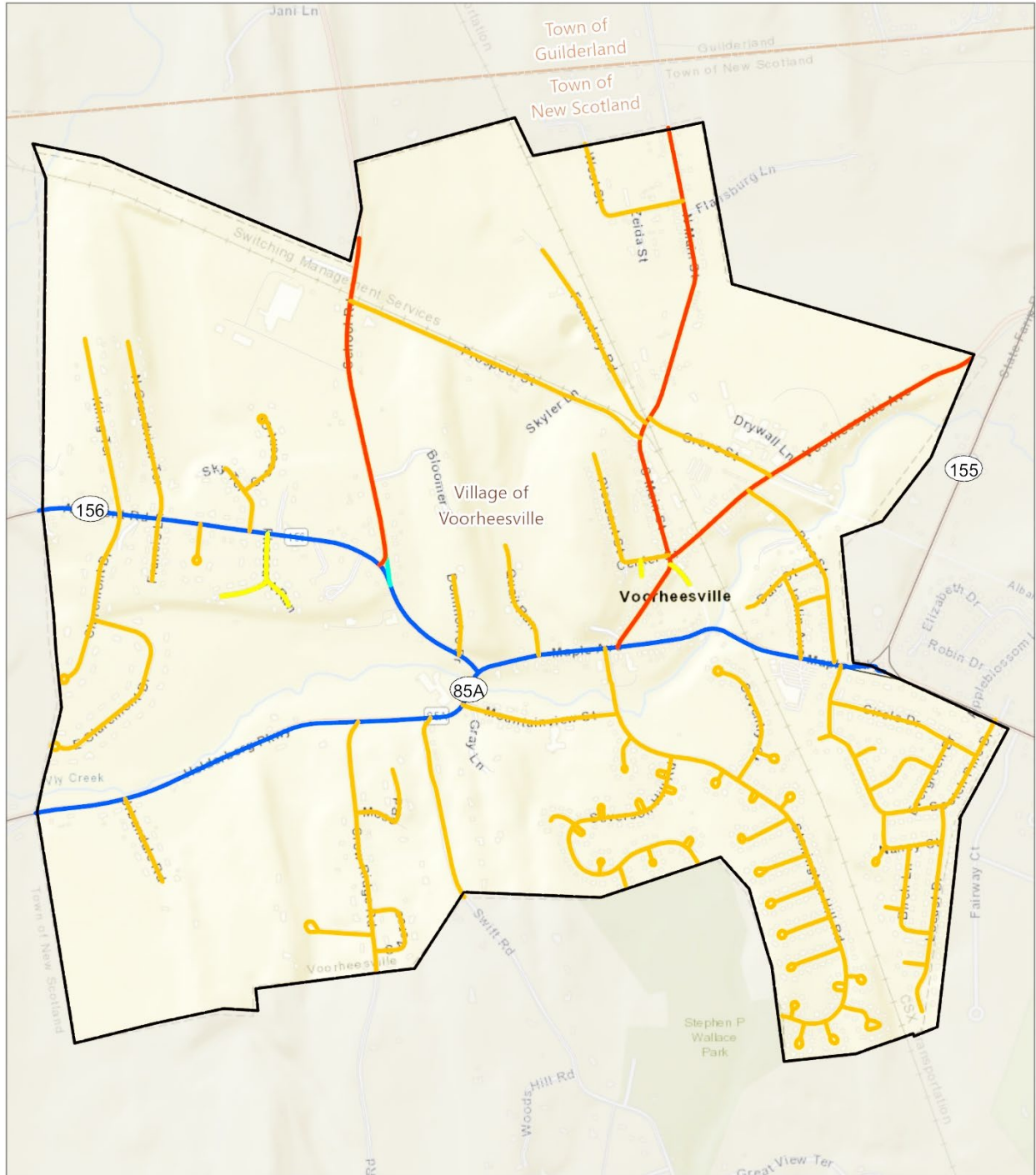
Road Maintenance & Ownership

Roads in the Village of Voorheesville are owned and maintained by either New York State Department of Transportation (NYSDOT), Albany County, the Village of Voorheesville, or by other public or private entities. Road ownership is shown in Figure 8.

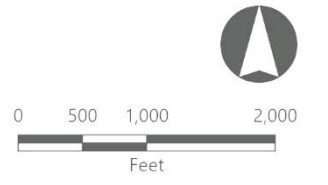
Roads symbolized in yellow in Figure 7 are classified as public-unclaimed roadways. The western cluster of public-unclaimed roadway are maintained by the Pheasant Run apartment complex owners. Two short road segments, Pleasant Street and Park Lane, are public-unclaimed roads and are maintained by the Village.

The ownership of the slip lane at the intersection of CR-208/School Rd and NYS-156/Altamont Rd is unclear but historical records indicate Albany County is responsible for the maintenance of the slip lane. The utility of this segment has come into question in recent years, and a project led by Albany County may be underway soon to reconfigure the intersection.

Figure 7 Right of Way Ownership



- NYSDOT
- NYSDOT and 92 Slip Lane
- County
- Village
- Public - Unclaimed
- Study Area



Basemap: Esri "World Street Map" map service

Sidewalks and Crosswalks

Dedicated pedestrian facilities in the Village include sidewalks, marked crossings, pedestrian signals, and railroad crossing pedestrian gates located along CR-306/Voorheesville Ave and soon to be added to the pedestrian crossing along CR-201/N Main St.

There are approximately five (5) miles of sidewalks in the Village, primarily located along the state and county routes. The Village has a map available on its website outlining several walking paths in the Village. In 2024, the Village will be adding approximately 1 mile of additional sidewalks on Pine Street, NYS-85A, and North Main Street, increasing the length of sidewalk in the village by approximately 20%.

A 2022 traffic calming study conducted by Creighton Manning Engineering included a pedestrian sight distance assessment where the Helderberg-Hudson Rail Trail intersects with Voorheesville Avenue. The assessment found that the sight distance exceeded the recommended guidance of the stopping sight distance for a 30 mile per hour operating speed.

In recent years the Village has made progress in closing the gaps in the sidewalk network. However, some gaps still exist. Notably there is a gap in sidewalk connections between Prospect Street and Grove Street, connecting the Helderberg Hudson Rail Trail trailhead to South Main Street and the destinations there. Additionally, there are sidewalks that turn onto Mountainview Street from Stonington Hill Road and Maple Avenue/NYS-85A, but these sidewalks do not connect the length of Mountainview Street which has a destination of the Saint Matthews Church. There is also a gap in the sidewalk on Stonington Hill Road on the east side of the road between Maple Avenue/NYS-85A and the parking entrance to the First United Methodist Church of Voorheesville. This gap encourages pedestrian cut-through traffic through the church parking lot.

Sidewalks throughout the Village are generally in good condition, however there are some areas where sidewalks show significant deterioration. Several segments of sidewalk throughout the Village do not have curbing and the sidewalk is level to or lower than the roadway. These segments frequently have significant cracking, likely related to poor drainage from the road. Cracking sidewalks may cause barriers for accessibility. These segments include, but are not limited to:

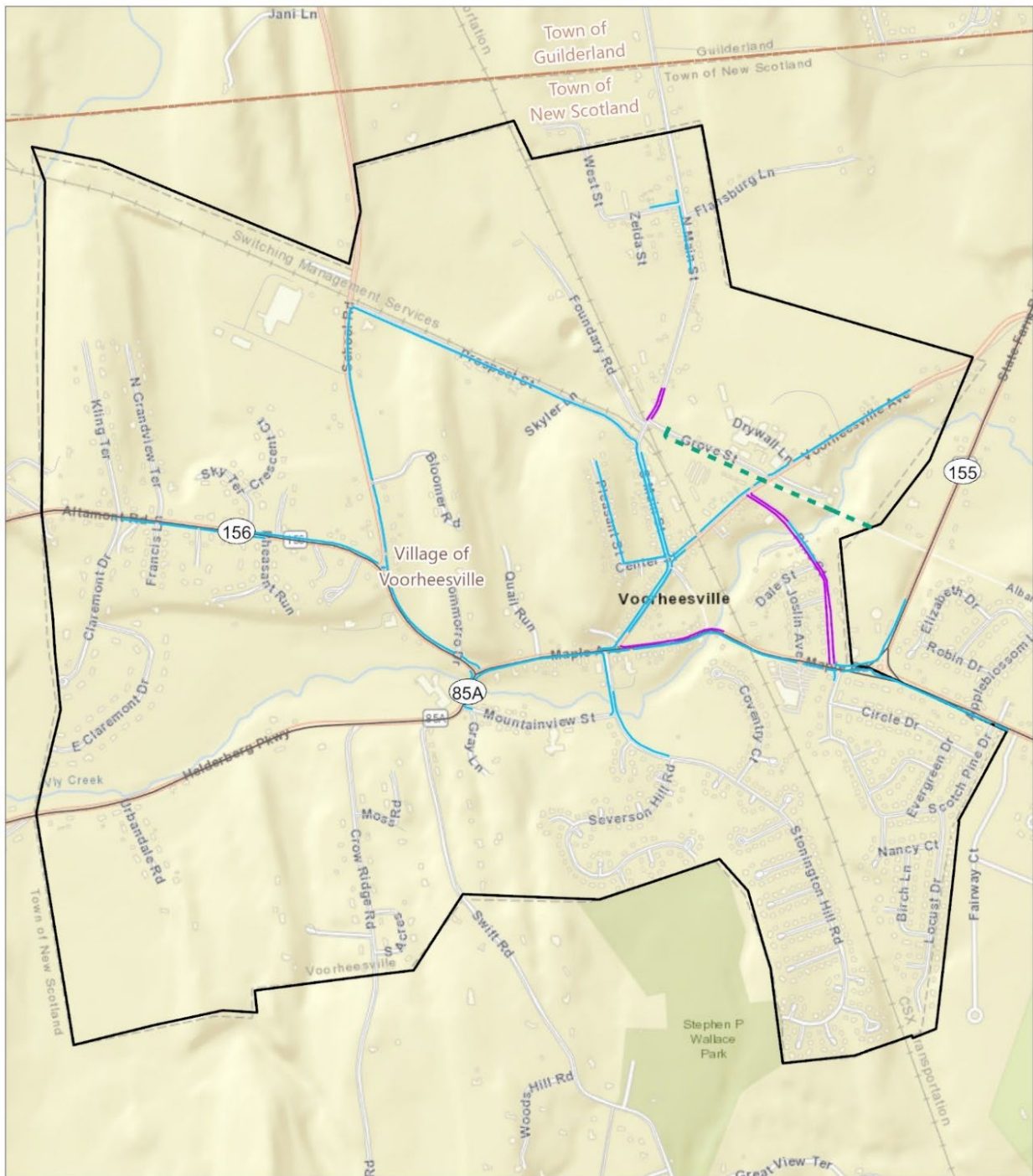
- NYS-85A/Maple Avenue between the railroad bridge and Stonington Hill Road;
- CR-306/Voorheesville Avenue east of the intersection with South Main Street.

Outside of sidewalk conditions, the layout of the sidewalks on the east side of South Main Street creates barriers for accessibility. These sidewalk segments regularly have utility poles, mailboxes, or traffic signs in the middle of the sidewalk which makes passing too narrow for someone with a wheelchair or mobility device. Similarly, the segment of sidewalk on Maple Avenue/NYS-85A that

passes under the CSX railroad bridge is too narrow to comfortably accommodate wheelchairs or road users with mobility assistance devices.

Other common barriers to accessibility include the placement of garbage cans throughout the Village, deterioration of detectable warning strips at curb cuts, and odd geometries of curb cuts at pedestrian crossings. Google Streetview imagery shows that Village residents frequently place garbage cans in the sidewalk for trash pickup which blocks access to the sidewalk on these days. Many detectable warning strips throughout the Village do not provide enough visual contrast with the sidewalk and the tactile bumps on the strips have worn down. Finally, several curb cuts, including one that was recently installed at the intersection of Voorheesville Avenue and South Main Street, do not align with the direction of travel a pedestrian would need to take to cross the street which may create challenges and safety concerns for road users with visual impairments that rely on the geometry of these curb cuts to point them in the correct direction.

Figure 8 Sidewalks and Trails Map



Bicycle and Pedestrian Amenities

Most bicycle and pedestrian amenities in the Village are in parks, which are well distributed throughout the Village. Amenities in these locations include - but are not limited to - benches and seating areas, gazebos for shade or shelter, bicycle parking, and waste receptacles. Bicycle parking racks are also available at the trailheads for the Helderberg Hudson Rail Trail, Voorheesville Elementary School, and some local businesses. The main trailhead at the intersection of Main Street and Grove Street has a free bicycle repair station, as does the bicycle parking area at the Blackbird Bike Café at the intersection of South Main Street and Center Street.

There are two trailheads for the Helderberg-Hudson Rail Trail within the Village, both of which contain bicycle parking racks and fix-it stations, signage and wayfinding, and seating areas. The Grove St. trailhead also includes a kiosk about local history, a shelter to view passing trains, and a children’s play structure. Some businesses and parks within the Village also provide bicycle parking, and Nichols Park also has a fix-it station.

The Village has maps at trailheads for the Helderberg-Hudson Rail Trail to help visitors navigate their way to destinations in the Village; however, there are limited wayfinding amenities or maps away from trailheads within the Village.

Pedestrian and Bicycle data was collected over the course of one week at various locations around the Village during the summer and autumn of 2024. Table 2 depicts the average daily counts at each location for bicyclists and pedestrians.

Table 5 Bicycle and Pedestrian Counts

Location	Average Daily Bicyclists	Average Daily Pedestrians
South Main and Prospect	107	137
South Main and Voorheesville Ave	130	344
Voorheesville Ave and Pine St.	88	153
Joselyn Ave and NYS-85A	16	47
Stonington Hill Rd and NYS-85A	40	226
Voorheesville Ave and NYS-85A	39	169

Figure 9 Bicycling Parking, Fix-It Station, and Shelter at the Blackbird Bike Cafe



Freight

No road within the Village of Voorheesville falls under the National Highway System as an Access Highway. An Access Highway is a highway designated for use by Surface Transportation Assistance Act (STAA) vehicles and 53-foot trailers. These vehicle combinations may not travel off the access highway for any distance³. Truck volumes of around 2% are generally considered to be average on low volume residential roads and around 5%-10% is considered average for higher volume roads.

Freight traffic is constrained on NYS-85A/Maple Ave. by the CSX railroad overpass bridge, which has a posted height restriction of 11ft-3in. This barrier prevents some trucks from passing under the bridge, forcing them to identify alternate routes, causing traffic back-ups, or leading to bridge strikes. A sign indicating the height restriction is posted on NY-85A/Maple Ave. just east of the intersection with CR-306/Voorheesville Ave., and another is posted at the corner of NY-85A/Maple

³ NYSDOT Official Description of Designated Qualifying and Access Highways in New York State

Rd. and Pine St. Two more signs are posted just before the approach on either side of bridge. No turn-around location is provided.

Available Parking

The Village of Voorheesville accommodates vehicular parking within parking lots, driveways, and on some public streets. Public on-street parking is allowed on South Main Street, a public parking lot with 15 spaces is located at the Village Hall, and there is public parking available at Nichols Park. The Village leases a parking area on South Main Street behind the former Phillips Hardware store which is also available for public use. Additionally, the Village has recently constructed a parking area at Tork's Hill; this lot and the parking lot at Saint Matthews Church both function as overflow lots for the Voorheesville Elementary School as needed. There are also large parking lots which could provide shared parking opportunities at Hannaford Grocery Store, Saint Matthews Church, and the Voorheesville Elementary School. Public parking was recently expanded in Nichols Park to satisfy public demand.

The Village of Voorheesville accommodates vehicular parking within parking lots, driveways, and on some public streets. The requirements for parking spaces associated with new development is outlined in the Village of Voorheesville Zoning Law Article VII Section S: Parking and off-street loading. In general, the code states that the Village wishes to accommodate the need for parking without compromising its historic character and other valuable aesthetic assets. In support of this goal, the code encourages limiting parking spaces, utilizing shared parking arrangements, and mitigating the negative impact of parking lots through thoughtful siting and the inclusion of landscape buffers around lots. The code notes that parking should be designed for peak daily volume, rather than maximum seasonal volume. It caps curb cuts for parking lots at 2 and reserves the right to require bicycle parking at a rate of one bicycle per 20 parking spaces.

Although the code empowers the Planning Commission to determine the number of spaces needed for new developments based on criteria including historic sensitivity of the lot, access to public transit, and proximity to public parking areas or on-street parking, it also provides recommendations for spaces based on use according to Table 8 below. Square footage calculations are provided in the table based on 8' by 20' parking space size as outlined in the 2019 NYSDOT Standards Sheet. This table shows recommended spaces by use, as well as the total square footage required by those parking spaces assuming a 160 square foot parking space plus 120 square foot of aisle area per space (280 square feet are assumed per recommended parking space). There are several instances where these parking recommendations call for more square footage for parking than square footage allocated to the building use, such as eating and drinking establishments where the recommended parking area is 3,360sqft for every 1,000sqft of commercial space.

Table 6 Parking Recommendations

Use	Parking Spaces Recommended	SF of Parking Recommended
Residential	2 per unit	560 SF per residential use
Accessory Apartment	1 per unit	280 SF per unit
Senior Housing	1 per bedroom	280 SF per bedroom
Lodging including Hotel, Bed and Breakfast	1 per unit	280 SF per unit
Church, School, or Place of Public Assembly including theater or other cultural use	1 per 3 seats in principal assembly room	93 SF per seat
Private Club or Lodge	1 per 1,000 square feet of gross floor area	280 SF per 1,000 SF club or lodge
Major Home Occupation	1 per 500 square feet of gross floor area devoted to home occupation	280 SF per 500 SF of home occupation area
Hospital, Nursing Home, Assisted Living Facility	1 per 3 beds and 1 for each employee	93 SF per bed plus 280 SF per employee
Office or Clinic	4 per 1,000 square feet of gross floor area	1,120 SF per 1,000 SF of office
Retail Business, Personal Service	4 per 1,000 square feet of gross floor area	1,120 SF per 1,000
Eating and Drinking Establishment	12 per 1,000 square feet of gross floor area	3,360 SF per 1,000 SF of restaurant
Industrial	1 for each 1.2 employees	280 SF per 1.2 employees
Funeral Home	1 for each 75 sq.ft. of floor space in slumber rooms, parlors, and individual service rooms with a minimum accommodation for 20 cars	280 SF per 75 SF of floor room; minimum 5,600 SF

Traffic Data

Traffic Data was obtained from the New York State Department of Transportation's Traffic Data Viewer and is summarized in Figure 10 and Table 7.

Figure 10 Annual Average Daily Traffic

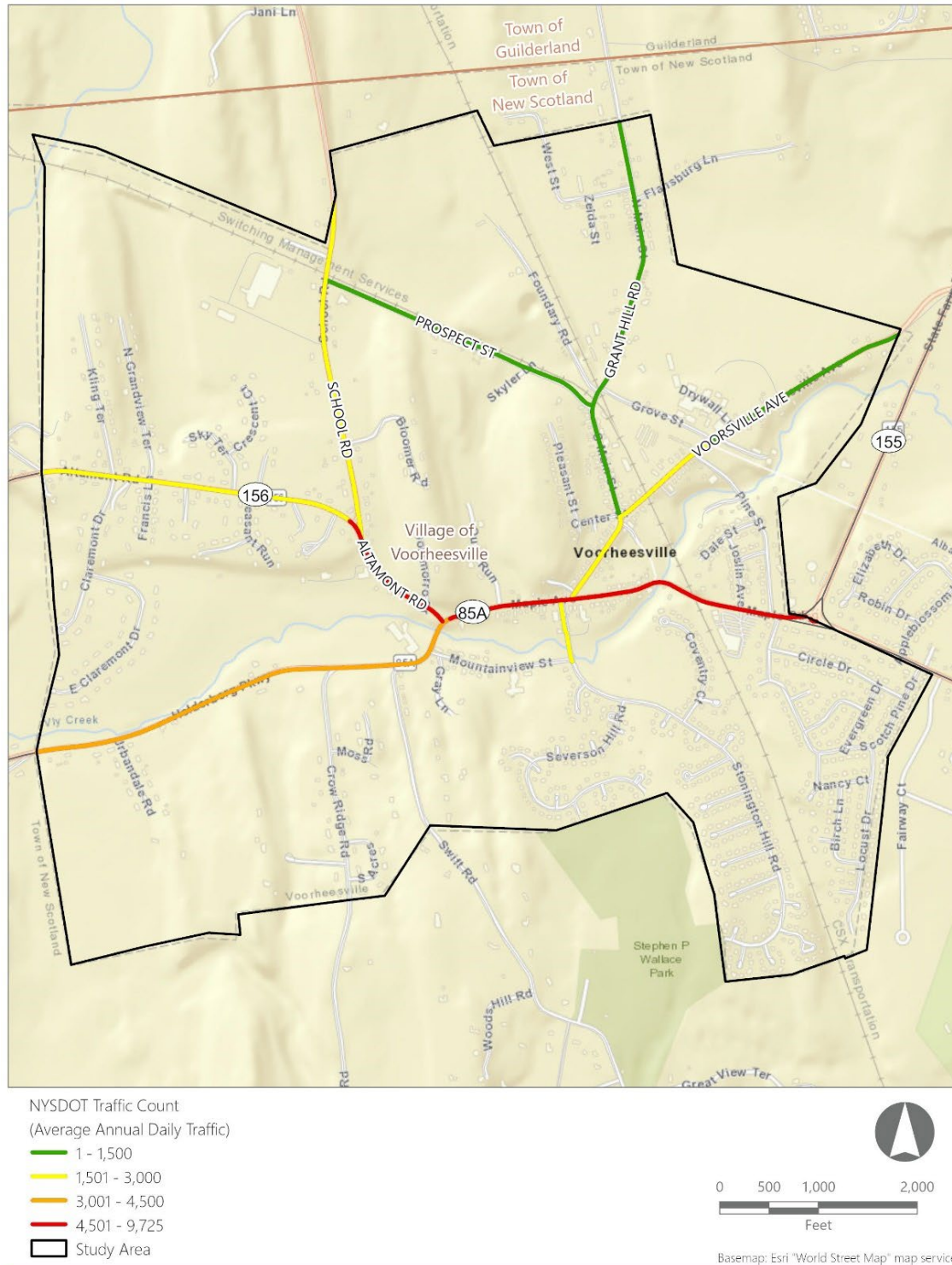


Table 7 NYSDOT Traffic Data, 2023.

Road Name	From	To	Annual Avg Daily Traffic (AADT)	Avg Daily Truck Percentage	Avg Speed (mph)	85 th Percentile Speed (mph)	Signed Speed (mph)
CR-306	Grove St	Village Boundary	2,780	-	-	-	30
CR-306	NY-85A	Grove St	2,543	4%	20	27.7	30
NY-85A	NY-156	NY-155 JCT	8,967	3%	31	36.7	30
NY-85A	NY156	NY-85 JCT	3,636	4%	42	47.3	30 in Village. 40 outside Village. 20 in School Zone.
CR-201	CR-306	Depot Rd	1,157	4%	-	35.2	30 in Village. 45 outside Village.
Stonington Hill Road	NY-85A	Mountain View Street	1,675	2%	27	32.9	25
Prospect St	S. Main Street	School Rd	1,040	5%	31	39.5	25
CR-208	NY-156	Stone Rd	2,002	5%	29	37.3	30
NY-156	CR-208	NY-85A JCT	4,909	4%	33	38.8	30
NY-156	CR-202	CR-208	2,285	6%	-	-	30 in Village. 40 outside Village.

Additional traffic data was collected on behalf of the Village in the Voorheesville Traffic Calming Study Memo conducted by Creighton Manning Engineering in 2022. The purpose of the study was to analyze local traffic and make recommendations for traffic calming and truck routing

concerns at four locations in the village. The data was collected between September 14, 2022, and October 5th, 2022, at the following locations; Voorheesville Central School District Elementary School Crossing, Albany Rail Trail Crossing, CSXT Railroad Bridge Overpass, and at the Maple Ave. Crossing in Vicinity of CSXT Railroad Bridge Overpass.

Table 8 Supplementary Traffic Counts. Source: Creighton Manning Engineering.

Location	Annual Average Daily Traffic	85th Percentile Speed
VCSD Crossing	5,720	31 mph
CSX railroad bridge	9,420	33 mph
Helderberg-Hudson Rail Trail	2,460	32 mph

Transit

The Village of Voorheesville is served by Capital District Transportation Authority’s (CDTA) Bus Route 519 / Delmar Bypass Express, which travels between Downtown Albany and the Village of Voorheesville. The route is currently active on weekdays only, during which time the bus makes three trips in the morning and three trips in the late afternoon. There are nine destinations (12 stops) in the village and a total of 40 destinations along the route. As the table below shows, the most popular stop is at School Street & Prospect Street where between April 1, 2023 and March 31, 2024 248 boardings and 238 alightings occurred.

Transit stops are typically only marked by a sign. There is also a lack of transit amenities, specifically bus shelters, benches, pullouts, and lighting.

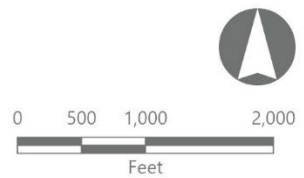
Table 9 Public Transportation Ridership, CDTA 2024

Stop Number	Stop Location	Total Boardings	Total Alightings
1	Maple Ave & Voorheesville Ave	166	209
2	Altamont Rd & Dommorro Dr	5	88
3	School Rd & Altamont Rd	57	63
4	School St & Prospect St	248	238
5	Prospect St & Main St	13	33
6	Main St & Center St	54	20
7	66 Maple Ave	199	3
8a	Maple Rd & Joslin Ave	112	7
8b	Maple Rd & Joslin Ave	2	109
9a	Maple Rd & Rt 155	1	0
9b	Maple Rd & Rt 155	0	1
10a	Maple Rd & Scotch Pine Dr	3	0
10b	Maple Rd & Scotch Pine Dr	0	0

Figure 11 Transit Routes and Stops in the Village of Voorheesville



- CDTA Bus Stop
- CDTA Bus Route
- Study Area



Basemap: Esri "World Street Map" map service

Figure 12 Bus Stop at the Intersection of Prospect Street and School Road, Looking North.



The need for public transportation is supported by the US Census On the Map Inflow/Outflow data, which reveals the relationship between where people live and where they work. In 2021, 792 employees who lived outside of the village traveled into Voorheesville for work, while 1,409 village residents traveled outside of Voorheesville for work. Only 64 people both lived and worked in the Village. Public transportation can help connect people to employment opportunities as well as support businesses within the village who rely on employees traveling into the village to work.

Crash History

From 2019 to 2023, there were a total of 106 reported crashes within the Village of Voorheesville. Of these crashes, 13 resulted in injury – one of which was a serious injury - and none resulted in a fatality. The serious injury occurred in 2021 and involved a vehicle travelling off the road during a snow event and did not include a pedestrian or bicyclist. Overall, the number of annual crashes has remained relatively consistent between 25 and 30 crashes, with 2021 having a significantly lower number of crashes than is typical.

Table 10 Crash Summary. 2019 to 2023. Source: Institute for Traffic Safety Management and Research.

2019-2023 Crash Summary			
	Number of Crashes	With Injury	With Fatality
2019	25	8	0
2020	32	0	0
2021	19	3	0
2022	30	2	0
2023	28	3	0
Total	106	13	0

Of all crashes in the Village from 2019 to 2023, six involved bicyclists and pedestrians, who are classified as Vulnerable Road Users (VRU) under the Federal Highway Administration’s Safe Systems Approach to roadway designs. Despite being involved in a small number of overall crashes within the Village, every crash that involved a VRU resulted in an injury, and crashes with VRUs represent nearly half of all crashes that resulted in injury within the Village. The village’s worst year for crashes involving bicyclists and pedestrians was 2023, which is in line with national trends that show an increase in the share of crashes involving VRUs⁴. In 2019, VRUs were involved in only one-eighth of crashes that resulted in injury. In 2021, this increased to one-third of all crashes resulting in injury, one-half in 2022, and by 2023 every crash that resulted in injury involved a VRU.

Table 11 Bicycle and Pedestrian Crashes. Source: Institute for Traffic Safety Management and Research.

2019-2023 Vulnerable Road User (VRU) Crashes						
	Crashes with Pedestrians	Pedestrian Crashes with Injury	Crashes with Bicyclists	Bicycle Crashes with Injury	All VRU Crashes	All VRU Crashes with Injury
2019	0	0	1	1	1	1
2020	0	0	0	0	0	0
2021	1	1	0	0	1	1
2022	1	1	0	0	1	1
2023	2	2	1	1	3	3
Total	4	4	2	2	6	6

One unique type of crash that is common within the Village involved freight vehicles striking the CSX railroad bridge that passes over Maple Avenue/NYS-85A. Between 2019 and 2023 freight vehicles struck the bridge five times. Two of these instances occurred in 2020 and three in 2023. In recent conversations with residents near the bridge, these crashes continue to happen with one occurring in September 2024 where the driver hit the bridge and drove off with pieces of the truck left behind.

⁴ <https://www.fars.nhtsa.dot.gov/Main/index.aspx>

Figure 13 Total Crashes, 2019 to 2023. Source: Institute for Traffic Safety Management and Research.

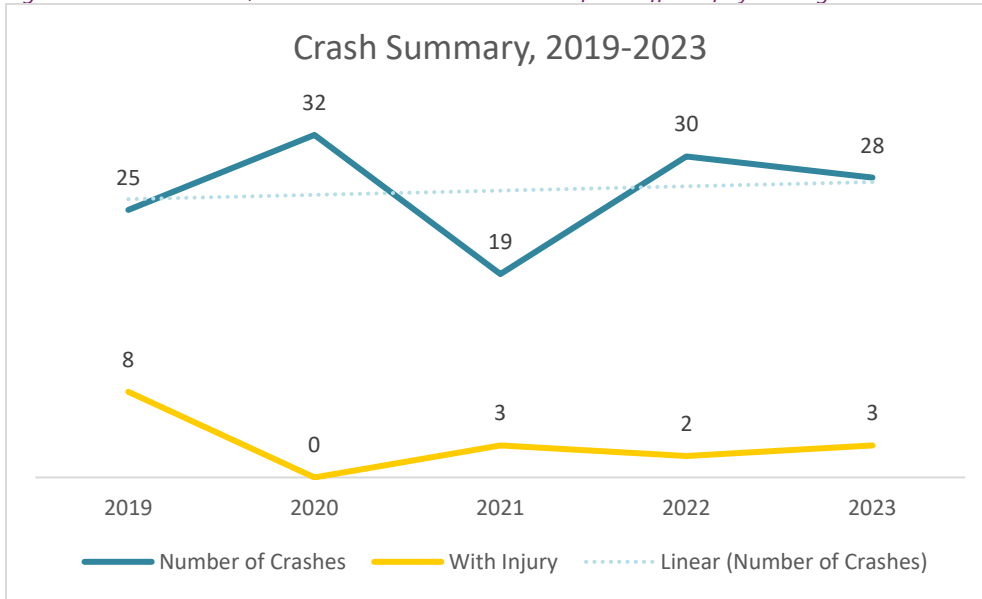


Figure 14 Bicycle and Pedestrian Crashes, 2019 to 2023. Source: Institute for Traffic Safety Management and Research.

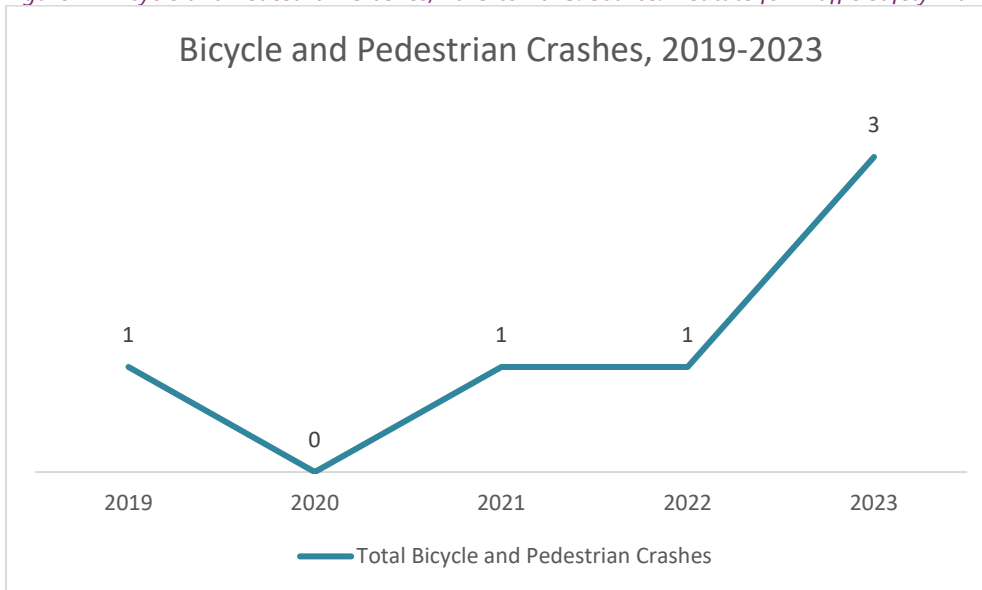
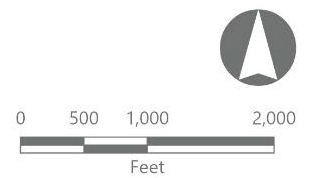


Figure 15 Crash Type and Locations



- * Collision Resulting in Serious Injury
- Collision Resulting in Injury
- ⊗ Collision with Bicyclist Resulting in Injury
- ⊙ Collision with Pedestrian Resulting in Injury
- Collision Resulting in No Injury
- Study Area



Basemap: Esri "World Street Map" map service

Sidewalk Audit of Priority Streets

This audit was conducted by the project team and describes the state of the sidewalks along the priority streets within the Village.

NYS-85A/Maple Avenue

From east-to-west on NYS-85A (Maple Rd., Maple Ave., Helderberg Pkwy), the sidewalk is only on the south side of the road from Circle Dr. to the Village boundary near Towne Lane. There are very few areas with a sidewalk on the north side of the road; there are marked crossings for pedestrians to cross NYS-85A and continue on the south side of the road when there is a gap. On the south side of the road, the sidewalk frequently crosses intersections and curb cuts for residential areas and access roads for commercial businesses. Placement of detectable warning strips and marking these crossings with crosswalks is inconsistent along this segment of sidewalk. There is a marked crossing from the Voorheesville Centre shopping plaza entrance to Joselin Avenue. Passing under the railroad bridge the sidewalk narrows to less than 3 feet, creating accessibility challenges, particularly for people with mobility assistance devices or strollers.



Figure 16 Narrow Sidewalks at CSX Railroad Underpass

West of the bridge there is another marked crossing connecting the sidewalk on the south side of NYS-85A to Nichols Park. There is a bend in the road and a house to the east of this crossing that creates visibility challenges for this crossing. West of the crossing to Nichols Park the curb disappears, and the sidewalk becomes level with the roadway.



Figure 17 Obstructed View of Pedestrian Crossing at Nichols Park, West of CSX Railroad Underpass

There is a cluster of four crossings on NY85A/Maple Ave. at or near the intersections with Stonington Hill Rd and Voorheesville Ave. One is a mid-block crossing to Hotaling Park, providing access to the paved paths through the park in the absence of sidewalks. A fragment of sidewalk links the two crossings at the north side of the Stonington Hill Road intersection.



Figure 18 Mid-Block Crossing to Hotaling Park

The crossing at Stonington Hill Road is long at approximately 60ft. West of Stonington Hill Road the sidewalk continues only on the south side of NYS-85A. There are frequent curb cuts along this segment of the sidewalk for private driveways for residences along the road. There is a new residential development on the north side of NYS-85A approximately 575ft west of Stonington Hill Road; there is no marked crossing at the access road to this development. At the intersection of NYS-85A and NYS-156 there are two marked and signalized pedestrian crossings.



Figure 19 Pedestrian Crossing at Stonington Hill Road and NYS-85A Looking West

As NYS-85A turns south, there is a short segment of sidewalk between NYS-156 and the Voorheesville Elementary School on the west side of the road and a mid-block crossing immediately south of the bridge over the Vly Creek. On the east side of the road the sidewalk continues to Mountainview Street where there is a curb cut and the sidewalk terminates.

Route 306/Voorheesville Avenue

From south to north, there is a sidewalk on the west side of the road at the intersection with NYS-85A while pedestrian access on the east side of the road is provided within Hotaling Park before connecting with a sidewalk approximately 150ft north of the intersection where there is also a marked mid-block crossing.



Figure 20 Mid-Block Crossing on Voorheesville Avenue/Route 306 to Hotaling Park, Looking South Towards NYS-85A

Between Hotaling Park and the Village Hall there are many curb cuts for driveways. There is a brick pedestrian crossing across Park Lane on the east side of the road, and additional marked crossings at the intersection with CR-201/South Main Street and Center Street. The newly installed curb cut at the corner of Route 201/South Main Street does not align with the crossing geometry for Voorheesville Avenue/CR-306.



Figure 21 New Curb Cut Alignment, Intersection of Voorheesville Avenue and South Main Street, Looking South

As Route 306/Voorheesville Avenue turns northeast, the sidewalk on the south side of the road terminates at the railroad crossing while the sidewalk on the north side continues past Grove Street to approximately 107 Voorheesville Avenue. The condition of the sidewalk on both sides of the street between Route 201/South Main Street and the railroad crossing is poor.



Figure 22 Sidewalk Conditions on Voorheesville Avenue Between South Main Street and Railroad Crossing, Looking North

Route 201/Main Street

From south to north, there is sidewalk on both sides of the road from the intersection with Voorheesville Avenue to the intersection with Prospect Street. In this segment, the sidewalk on the west side of the road is concrete while the sidewalk on the east side of the road transitions to asphalt at 40 South Main Street. There are frequent curb cuts for private driveways on both sides of the road and the utility poles for lighting on the east side of the street are frequently placed in the middle of the sidewalk which creates barriers to accessibility in front of many commercial properties.



Figure 23 Asphalt Sidewalk and Accessibility Barriers on South Main Street, Looking North

At the intersection with Prospect Street, the sidewalk on the east side of the road terminates with a crossing to the west side of the road; the sidewalk on the west side of the road connects onto Prospect Street and does not continue across the railroad tracks to North Main Street.



Figure 24 Terminus of Sidewalk on South Main Street and Missing Connection to North Main Street, Looking North

The Village has plans to add a short segment of sidewalk on both sides of North Main Street beginning at the intersection with Grove Street to connect the Helderberg Hudson Rail Trail trailhead to the commercial parcel

to the north. Additionally, there is a small segment of sidewalk separated from the rest of the network on the west side of North Main Street near the intersection with West Street.

Sidewalk Audit of Other Streets

The Village also has sidewalks on Prospect Street, School Road/Route 208, Altamont Road/NYS-156, Pleasant Street, Center Street, Stonington Hill Road, and has plans to develop a sidewalk along Pine Street.



The sidewalk on Prospect Street serves as an important connection between Main Street and the commercial and community uses near the intersection of School Road and Prospect Street. The sidewalk is located only on the south side of the street.

Figure 25 Sidewalk on School Road, Looking North

The sidewalk on School Road is only located on the east side of the street. It connects the commercial and community uses at the corner of School Road and Prospect Street to the Voorheesville Elementary School and intersection with Maple Avenue/NYS-85A. It has marked crossings at the intersection with Prospect Street and near Altamont Road/NYS-156 north of the

slip lane. There is no marked crossing at Country Side Lane to connect Atlas Copco, a major employer in the Village, to the sidewalk on School Road.

The sidewalk on NYS-156/Altamont Road connects several residential neighborhoods to the Voorheesville Elementary School. It exists on the north side of the road from the intersection with NYS-85A/Maple Avenue until approximately Sky Terrace where it continues only on the south side of the road until Claremont Drive.

The sidewalks on Center Street and Pleasant Street serve a residential neighborhood and exist on only one side of the road within the heart of Voorheesville's historic center. These sidewalks connect residents to the intersection of Voorheesville Avenue and Main Street. Similarly, the sidewalks on Stonington Hill Road serve a residential neighborhood connecting residents to Voorheesville's historic center. These sidewalks exist between Maple Avenue/NYS-85A and Severson Hill Road. North of Mountainview Street the sidewalk exists on the west side of the road and south of Mountainview Street they exist on the east side.

The planned sidewalk on Pine Street will exist on both sides of the road and serve as an important connection between Maple Avenue/NYS-85A, the Hannaford Shopping Center, and Voorheesville Avenue. This connection will provide a more direct link for residents of the Scotch Pine Neighborhood to access the Village's historic center.

Sidewalk Audit of Low Traffic Streets

Most of the Village's residential streets do not have sidewalks. These are low traffic streets, many of which terminate with dead ends or cul-de-sacs. The design and function of these streets results in very low levels of traffic and an environment where all road users share the right-of-way given the lack of dedicated infrastructure for non-vehicular modes. The Village has implemented traffic calming measures like signed 25mph speed limits and speed bumps on several of these streets. Lane widths on these streets vary, typically between 11ft-13ft for



Figure 26 Speed Bump on Mountainview Street, Looking West

Existing Conditions Key Findings

Demographics

- The Village has a high concentration of young people when compared to Albany County and the Town of New Scotland. The needs of these road users must be considered to ensure young residents without access to a vehicle are able to travel safely around the Village.
- Approximately 1 in 10 residents in the Village are disabled. The Village's infrastructure must be accessible to ensure the needs of these residents are met.

Land Use & Zoning

- Most destinations and non-residential land uses within the Village are concentrated along Priority Streets that are owned and maintained by Albany County or New York State which limits the Village's control over street design. Strong collaboration and partnership with County and State partners will be needed on these corridors to promote access to these destinations by non-motorized users.
- The Village's recently updated zoning code encourages mixed uses and traditional village-scale commercial uses near existing destinations. This zoning, along with the Village's Architectural Design Guidelines, ensures that the future land use and urban form will promote a walkable Village center that will need to be supported with appropriate streetscaping and connectivity.

Environment

- The Vly Creek and floodplains within the Village overlap with NYS-85A, and local roads like Pine Street and Stonington Hill Road. It will be important to maintain the bridges and culverts along the creek to ensure these roads can withstand heavy rain events and flooding.

Transportation System

- Most roads serving residential areas of the Village are owned and maintained by the Village. Many of these roads are signed for 25mph and have traffic calming elements like speed bumps. Sidewalks are typically not provided on these roads, meaning vulnerable road users and vehicles frequently share road space.
- The Village has made recent progress expanding and filling gaps in its sidewalk network. There is currently a gap on North Main Street between planned sidewalk projects and existing sidewalks near the intersections of North Main Street and West Street.
- The most heavily trafficked roads in the Village are owned and maintained by NYS or Albany County. The Village will need to develop strong partnerships with these entities to ensure these roads meet the needs of residents as well as broader regional transportation needs.

- Maintenance responsibilities for the slip lane from Altamont Road (NYS-156) onto School Road (CR-208) are unclear, but historical records indicate Albany County is responsible for maintenance.
- The Village is served by transit via CDTA's Route 519 - Delmar Bypass Express. Service is limited, occurring only on weekdays and during peak commute times. Buses from Voorheesville to Downtown Albany arrive approximately every 30-minutes from 7am-8am; return service from Downtown Albany to Voorheesville arrives approximately every 30-minutes from 5pm-6pm.
- The Helderberg Hudson Rail Trail is a heavily trafficked trail linking the Village of Voorheesville to Downtown Albany and the larger Empire State Trail system. The trail serves as both a recreational and transportation asset for Village residents and an attraction for visitors.
- NYS-85A, NYS-156, CR-306, and CR-208 are all important routes for regional freight traffic. Trucks make up approximately 4% of all traffic on these roads. Additionally, the CSX bridge over NYS-85A has low clearance and cannot accommodate freight traffic.

Crashes and Safety

- Every crash that involved a bicyclist or pedestrian between 2019-2023 resulted in an injury. Despite representing a small portion of overall crashes in the Village, these vulnerable road users represented nearly half of all injuries due to crashes.
- Crashes in the Village tend to concentrate on the Priority Streets owned and maintained by the County or New York State. Additionally, these crashes tend to be concentrated near intersections. A comprehensive and collaborative approach will be needed to mitigate safety issues in these crash hot spots. Locations of note include, but are not limited to:
 - The intersection of Stonington Hill Road, NYS-85A, and Voorheesville Avenue;
 - NYS-85A between Swift Road and Mountainview Street, adjacent to the Voorheesville Elementary School
 - The intersection of South Main Street and Prospect Street adjacent to the Helderberg-Hudson Rail Trail trailhead
 - NYS-85A between Pine Street and the roundabout
- There are also several cases of freight trucks striking the low clearance CSX bridge.

Road Typologies

Main Streets – Commercial Corridor

This road typology is characterized by mixed or commercial land uses, typically with smaller lot sizes, and is walkable. These roads are also characterized by moderate traffic counts. Roads like Voorheesville Avenue and S Main Street are typically categorized under this typology.

Local Residential

This road typology is characterized by residential land uses and low traffic counts. These roads typically do not have dedicated bicycle and/or pedestrian infrastructure. These roads are found in and around suburban subdivisions and culs-du-sac. Roads like Scotch Pine Drive and Stonington Hill Road are considered local residential.

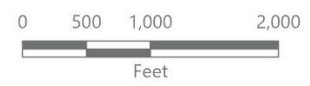
Regional Connectors

This road typology is typically characterized by commercial, residential, and mixed-use land uses. The commercial lots along these roads are typically large with plenty of surface parking to accommodate customers from outside of the village. These roads see high amounts of freight and vehicular traffic. Roads like NYS-85A and NYS-156 are considered regional connectors.

Figure 27 Village of Voorheesville Road Typologies



- Local Residential
- Main Street-Commercial Corridor
- Regional Connector
- Study Area



Basemap: Esri "World Street Map" map service

Priority Area-Specific Conceptual Designs

The plan includes the entire Village of Voorheesville, but has a particular focus on three priority corridors which include NYS-85A between Crow Ridge Rd. and the eastern Village boundary at Circle Dr.; Voorheesville Ave. (County Routes 201 and 306) between NYS-85A (Maple Ave.) and Village Auto Ln.; and South Main St.

These priority corridors handle the most traffic through the Village in addition to providing access to most of the Village's non-residential land uses. The rights-of-way in these corridors are owned by Albany County and the New York State Department of Transportation (NYSDOT), which means the Village must collaborate with these entities to make changes to the design of the roadway. Three specific locations within these corridors were chosen based on public feedback and a review of existing conditions to develop conceptual designs that show what a complete streets design could look like at these locations. The conceptual designs focus on addressing residents' concerns and issues identified during the existing conditions analysis, while also ensuring the standards and requirements of both Albany County and NYSDOT are taken into consideration given roadway ownership and the role these roads play in the broader regional transportation system.

Each conceptual design is described below. Full scale renderings are available in Appendix B.

NYS-85A Mid-Block Crossing at the Jim Nichols Memorial Park

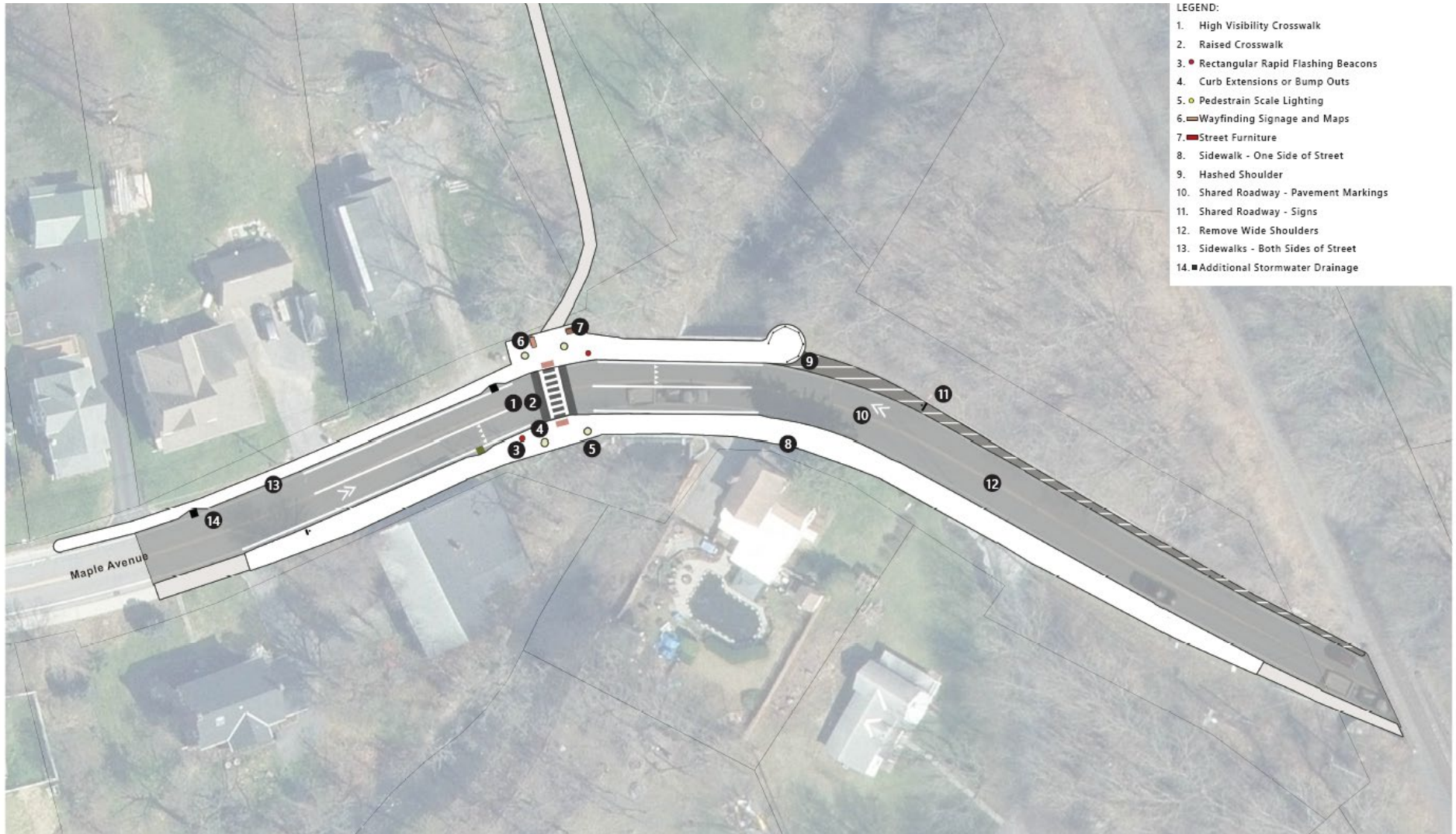
Nearly every resident that attended public workshops noted that they worry about their safety or their children's safety when using this crossing. Because this crosswalk connects to a park many local children rely on it to access the park. There is limited visibility of the crosswalk due to a blind turn and buildings located immediately adjacent to the right-of-way. Additionally, wide lanes paired with wide shoulders do little to discourage speeding through the turn where the crosswalk is located.

Figure 29 depicts a conceptual rendering of how this crossing may be redesigned to increase comfort and safety of pedestrians.

Figure 28 View of NYS-85A Mid-Block Crossing Existing Conditions



Figure 29 Conceptual redesign of the midblock crossing at Jim Nichols Memorial Park



- LEGEND:
- 1. High Visibility Crosswalk
 - 2. Raised Crosswalk
 - 3. Rectangular Rapid Flashing Beacons
 - 4. Curb Extensions or Bump Outs
 - 5. Pedestrian Scale Lighting
 - 6. Wayfinding Signage and Maps
 - 7. Street Furniture
 - 8. Sidewalk - One Side of Street
 - 9. Hashed Shoulder
 - 10. Shared Roadway - Pavement Markings
 - 11. Shared Roadway - Signs
 - 12. Remove Wide Shoulders
 - 13. Sidewalks - Both Sides of Street
 - 14. Additional Stormwater Drainage

The conceptual plan addresses visibility concerns by adding curb extensions, pedestrian scale lighting, and high visibility crosswalk paint. Rectangular Rapid Flashing Beacons (RRFBs) are also suggested at this crossing to notify drivers when pedestrians are using the crossing; however, NYSDOT requires specific criteria to be met to install RRFBs - so the Village will need to collaborate with NYSDOT to determine if the crossing meets the criteria or if an exception can be made for this location. Speed concerns are addressed with the removal of wide shoulders by widening sidewalks or adding hashed paint marking on the paved shoulder. Additionally, a raised crosswalk is proposed to slow vehicles at the crossing location. Like RRFBs, NYSDOT requires certain criteria to be met before installing a raised crossing so the Village will need to work with NYSDOT to determine if a raised crossing is possible at this location.

Beyond the measures that explicitly address resident concerns, several other improvements are recommended at this crossing. Shared roadway markings help to clarify that bicyclists may use the full lane. Amenities like street furniture, maps, and a viewing area for the Vly Creek support pedestrian comfort and make for a more seamless transition between the park space and the roadway. A new sidewalk connection west of the crosswalk on the north side of the road provides a more direct connection between the Jim Nichols Memorial Park and Hotaling Park. Finally, new stormwater drainage locations ensure that the roadway changes do not cause flooding and runoff issues.

The estimated total cost of these improvements is \$707,700 in 2025 dollars. Detailed cost estimate breakdowns are provided in Appendix B. Table 4 details the design elements included in this conceptual rendering. Example imagery of the design elements is included in Appendix E.

Table 12 NYS-85A Mid-Block Crossing Concept Design Elements

Conceptual Rendering Label	Design Element	Description	Corresponding Typology Menu Design Element
1	High Visibility Crosswalk	High visibility crosswalks ensure the crosswalk paint is easily seen by drivers.	I-2
2	Raised Crosswalk	A raised crossing prioritizes pedestrian movement at the crossing. It will also improve the visibility of pedestrians by elevating them. Finally, by requiring drivers to slow down as they pass over the crossing it will increase driver compliance of yielding to pedestrians and reduce the severity of crashes if they do occur. <i>Note: NYSDOT does not frequently install raised crossings. The Village will need to</i>	I-10

		<i>collaborate with NYSDOT to explore the feasibility of a raised crossing at this location.</i>	
3	Rectangular Rapid Flashing Beacons (RRFBs)	RRFB's are used to enhance pedestrian crossings by increasing the visibility of crossings. Studies have shown they improve driver compliance of yielding to pedestrians at crossings. <i>Note: NYSDOT requires specific parameters to be met to warrant the installation of RRFBs. The Village will need to collaborate with NYSDOT to explore the feasibility of RRFBs at this location.</i>	I-11
4	Curb Extensions or Bump Outs	Curb extensions will visually and physically narrow the roadway. This encourages drivers to slow down while enhancing pedestrian visibility.	I-5
5	Pedestrian Scale Lighting	Pedestrian scale lighting is recommended near crosswalks to help illuminate pedestrian areas and improve pedestrian safety, security, and comfort. They are a visual indicator to drivers that they are approaching an area with pedestrian activity.	A-1
6	Wayfinding Signage and Maps	Wayfinding and maps will help visitors orient themselves to their location in the Village. These signs may also encourage more walking and biking to get around by detailing routes and providing a visual cue that walking and biking are expected in these locations.	A-2
7	Street Furniture	Street furniture increases pedestrian comfort by providing visual cues that pedestrians are expected in these locations. Additionally, furniture may provide places to rest for people that have difficulty covering long distances in a single trip.	A-3
8	Sidewalks – One side of street	Sidewalks on one side of the street provide pedestrian access while allowing more flexibility in how space is allocated when there are right-of-way constraints.	I-8
9	Hashed Shoulder	A hashed shoulder uses paint to create a visual impression of narrowed lanes which may reduce driver speed. Narrowing lanes or	I-4

		giving the impression of narrow lanes is a form of horizontal traffic calming.	
10	Shared Roadway Pavement Markings	Shared roadway pavement markings use paint on the road surface to indicate to road users that the road may be used by all road users and that all road users have access to the lane. Typically, these markings are used to inform drivers that bicyclists may use the lane and that drivers should yield to the bicyclist until it is safe to pass.	I-1
11	Shared Roadway Signs	Shared roadway signs use signs along the road to indicate to road users that the road may be used by all road users and that all road users have access to the lane. Typically, these signs are used to inform drivers that bicyclists may use the lane and that drivers should yield to the bicyclist until it is safe to pass.	I-1
12	Remove Wide Shoulders	Wide shoulders often encourage speeding. Removing wide shoulders and replacing them with additional sidewalk space or street trees will help reduce speeds and provide a more comfortable environment for non-vehicular users. Narrowing lands is a form of horizontal traffic calming.	I-4
13	Sidewalks – Both Sides of Street	Sidewalks on both sides of the street allow pedestrians more flexibility in determining routes and more direct access to destinations. They also send a visual cue to drivers that pedestrian activity is expected in these areas. Sidewalks should be located on both sides of the street when there is high pedestrian activity and space within the right-of-way to accommodate them.	I-7
14	Additional Stormwater Drainage	Roadways are impervious surfaces, making stormwater management critical to avoid flooding and/or erosion problems. As road designs change the flow of water may also change and stormwater systems must be updated accordingly.	N/A

Intersection of NYS-85A, Voorheesville Avenue, and Stonington Hill Road

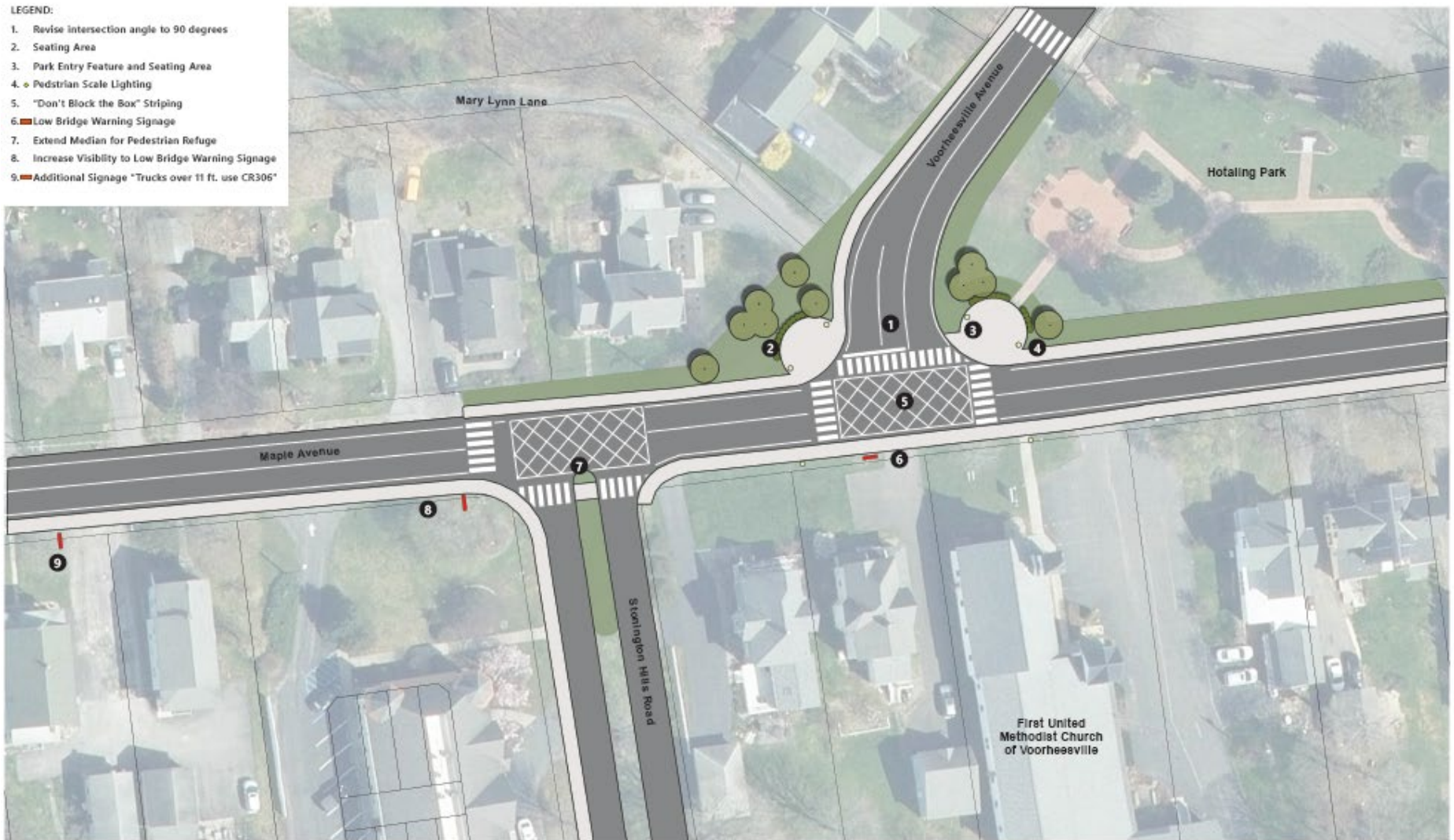
Residents and elected officials in the Village noted several issues at this intersection, making it one of the most common locations where specific feedback was given. Concerns largely pertained to the intersection geometry, gridlock that can be created with multiple vehicles making left-hand turns, perceptions of safety – particularly poor compliance yielding at crosswalks, and poor signage alerting freight vehicles of the upcoming low bridge when traveling east on NYS-85A.

Figure 31 depicts a conceptual rendering of how this intersection may be redesigned to correct geometry issues, pedestrian comfort, and signage alerting freight vehicles of the low bridge.

Figure 30 Gridlock at the intersection of NYS-85A, Voorheesville Avenue, and Stonington Hill Road



Figure 31 Conceptual redesign of the intersection of NYS-85A, Voorheesville Avenue, and Stonington Hill Road



Voorheesville Complete Streets - Maple Avenue Intersection

Site Plan

Voorheesville, New York 12186
February 13, 2025



The recommendations in this rendering are conceptual in nature and do not commit NYSDOT or Albany County to the proposed design.

The most significant change proposed in this conceptual redesign is the geometry of the intersection, which was identified as the root cause for most of the concerns raised in relation to the intersection. In this concept, Voorheesville Avenue meets NYS-85A at a 90-degree angle as opposed to the current geometry which has the roads meet closer to a 45-degree angle. This alteration will improve visibility at the intersection and alleviate gridlock by providing more space between Voorheesville Avenue and Stonington Hill Road. To mitigate lost greenspace in the southwest corner of Hotaling Park, new plantings and a seating area are proposed on the west side of Voorheesville Avenue and an upgraded park entrance is proposed on the east side. Additionally, “don’t block the box” striping is added to the roadway to warn drivers of the potential to create gridlock if traffic backs up around left-hand turns at this intersection.

Crosswalks are placed closer together around the intersection of Voorheesville Avenue to match the new geometry. A new east-west crossing is added at Voorheesville Avenue and pedestrian scale lighting is placed near the crosswalks to promote driver compliance yielding to pedestrians. A pedestrian refuge island is created on Stonington Hill Road by extending the existing green-median to the intersection. This improves pedestrian comfort in the crossing by creating two short crossings rather than one long crossing; additionally, it forces drivers to take the turn at a 90-degree angle which slows traffic and improves compliance yielding to pedestrians at crossings.

Finally, existing signage warning freight vehicles of the upcoming low bridge on NYS-85A is relocated for improved visibility. An additional sign is added further west of the intersection with Voorheesville Avenue to provide more advanced warning, and another sign is added facing Voorheesville Avenue to alert large freight vehicles that they cannot make a left-hand turn at this intersection.

The estimated total cost of these improvements is \$821,748 in 2025 dollars. Detailed cost estimate breakdowns are provided in Appendix B. Table 5 details the design elements included in this conceptual rendering. Example imagery of the design elements are included in Appendix E.

Table 13 Intersection of NYS-85A, Voorheesville Avenue, and Stonington Hill Road Concept Design Elements

Conceptual Rendering Label	Design Element	Description	Corresponding Typology Menu Design Element
1	Revised Intersection Angle to 90 Degrees	Intersections at 90-degree angles improve safety by improving sight lines and reducing speeds during turns. Additionally, 90-degree angles at intersections allow them to be more compact, reducing pedestrian crossing	N/A

		distances and improving pedestrian comfort.	
2 & 3	Seating Areas	Street furniture – like seating areas - increase pedestrian comfort by providing visual cues that pedestrians are expected in these locations. Additionally, furniture may provide places to rest for people that have difficulty covering long distances in a single trip.	A-3
4	Pedestrian Scale Lighting	Pedestrian scale lighting is recommended near crosswalks to help illuminate pedestrian areas and improve pedestrian safety, security, and comfort. They are a visual indicator to drivers that they are approaching an area with pedestrian activity.	A-1
5	“Don’t Block the Box” Striping	“Don’t block the box” striping tells drivers not to enter the intersection if their lane is full. This prevents gridlock from occurring by keeping intersections and turning areas clear of stopped traffic.	N/A
6,8, & 9	Improved Low Bridge Warning Signage	Providing freight vehicles with ample warning and ensuring signs are visible from all directions will improve compliance with designated freight routes and prevent large vehicles from being stuck at the low bridge.	N/A
7	Pedestrian Refuge	Pedestrian refuge areas provide pedestrians with a protected mid-way point to stop at large intersections. They reduce pedestrian crossing distances, enhancing pedestrian comfort while crossing. Additionally, they function as a traffic calming element by forcing turning vehicles to take the turn at a 90-degree angle which slows vehicle speeds while turning.	I-4

Main Street

Many residents and officials from the Village noted that the Village’s Main Street is experiencing a revival. With bicyclists and pedestrians coming from the Helderberg-Hudson Rail Trail, there is increased foot traffic on Main Street and several new businesses are opening along the corridor. Additionally, during a review of sidewalk conditions several accessibility issues related to utility poles, mailboxes, and bushes blocking pedestrian access routes as well as poor sidewalk conditions were observed on Main Street. Finally, several residents noted that connections from the Helderberg-Hudson Rail Trail trailhead and Main Street are lacking.

Figure 33 depicts a conceptual rendering of how this corridor may be redesigned to address accessibility issues while making the space more accommodating for foot traffic and bicyclists so the streetscape matches the revival that Main Street is currently experiencing.

Figure 32 View of Current Sidewalk Conditions on South Main Street



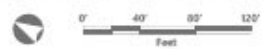
Figure 33 Conceptual redesign of Main Street



- LEGEND:
1. Wayfinding Signage and Maps
 2. Street Trees
 3. Pedestrian Scale Lighting
 4. Pedestrian Railroad Crossing Gates
 5. Gateway Elements
 6. On-street Parking
 7. Curb Extensions or Bump Outs
 8. Relocate Utility Poles for Accessible Route
 9. Future Municipal Parking Lot
 10. High Visibility Crosswalk and Raised Crosswalk
 11. Areas for trash / recycling pickup



Voorheesville Complete Streets - Main Street
 Site Plan
 Voorheesville, New York 12186
 February 13, 2025



The recommendations in this rendering are conceptual in nature and do not commit NYSDOT or Albany County to the proposed design.

The priority of this conceptual design is to ensure accessibility in compliance with ADA standards along Main Street. To do this, utility poles have been relocated further away from buildings to ensure wheelchair accessibility; sidewalks are widened at the new utility pole locations to which also provides space for streetside amenities like mailboxes and space for residents and businesses to leave trashcans without blocking pedestrian access routes. Some street parking spaces will need to be removed to accommodate relocation of utility poles. The Village recently purchased the former Phillips Hardware building at 18 S Main Street and intends to develop a municipal parking lot there, so there is expected to be an overall increase in parking along the Main Street corridor.

To improve the streetscape along the corridor and create for a more inviting Main Street, several improvements are proposed. Pedestrian scale lighting is recommended throughout the corridor to improve aesthetics while also providing a visual cue to all road users that this is a space that expects significant foot traffic and retail activity. Street trees are added to achieve similar results and provide shade in warm weather. A high-visibility raised crosswalk along with curb bump outs is recommended at the proposed municipal parking lot to create a direct connection from the lot to either side of the street while raising the crossing allows it to also function as a traffic calming element that will slow vehicle speed in the corridor. Finally, several gateway improvements - like additional trees, lighting, wayfinding signage and maps, and historic displays - are recommended at the Helderberg-Hudson Rail Trail trailhead to encourage visitors to visit Main Street from the trail.

The estimated total cost of these improvements is \$1,842,330 in 2025 dollars. Detailed cost estimate breakdowns are provided in Appendix B. Table 6 details the design elements included in this conceptual rendering. Example imagery of the design elements is included in Appendix E.

Table 14 Main Street Concept Design Elements

Conceptual Rendering Label	Design Element	Description	Corresponding Typology Menu Design Element
1	Wayfinding Signage and Maps	Wayfinding and maps will help visitors orient themselves to their location in the Village. These signs may also encourage more walking and biking to get around by detailing routes and providing a visual cue that walking and biking are expected in these locations.	A-2
2	Street Trees	Street trees help to make streets more comfortable and sustainable by providing shade, acting as a buffer from traffic,	A-6

		reducing the heat island effect, and helping to absorb stormwater. Street trees should take into consideration utilities and appropriate species should be planted to avoid conflicts.	
3	Pedestrian Scale Lighting	Pedestrian scale lighting is recommended near crosswalks to help illuminate pedestrian areas and improve pedestrian safety, security, and comfort. They are a visual indicator to drivers that they are approaching an area with pedestrian activity.	A-1
4	Pedestrian Railroad Crossing Gates	<p>Pedestrian railroad crossing gates are a unique element that are required by the railroad if a sidewalk connection crosses the railroad right-of-way. These gates ensure pedestrians do not cross the railroad tracks while trains are passing.</p> <p><i>Note: The Village will need to continue collaborating with the railroad to enact a quiet zone and allow sidewalk connections through the railroad right-of-way.</i></p>	N/A
5	Gateway Elements	Gateway treatments signal to road users that they have entered spaces that may have higher levels of pedestrian bicycle activity which should trigger a change in user behavior such as reduced speeds. They frequently consist of several streetscape amenities like lighting, trees, signs, and some kind of unique design feature that is representative of the community character.	N/A
6	On-street Parking	On-street parking provides convenient access to adjacent land-uses and offers a desirable parking option for visitors arriving by car. On-street parking supports many businesses, slows traffic, and provides a buffer for pedestrians	A-4
7	Curb Extensions or Bump Outs	Curb extensions will visually and physically narrow the roadway. This encourages drivers to slow down while enhancing pedestrian visibility.	I-5
8	Relocate Utility Poles	Utility poles are necessary for providing electricity and may also function as locations for street lights. However, the location of	N/A

		utility poles must be taken into consideration with travel needs and accessibility requirements. Relocating utility poles maintains accessibility through the corridor.	
9	Future Municipal Parking Lot	Municipal parking lots support local businesses by providing parking for visitors while also preserving right-of-way space that may have been used by on-street parking so the space can be used for amenities that promote foot traffic. <i>Note: The Village of Voorheesville recently purchased the property where the municipal parking lot is proposed. The Village is currently evaluating the property and the design depicted here is for illustrative purposes only.</i>	N/A
10	High-Visibility and Raised Crosswalk	A raised crossing prioritizes pedestrian movement at the crossing. It will also improve the visibility of pedestrians by elevating them. Finally, by requiring drivers to slow down as they pass over the crossing it will increase driver compliance of yielding to pedestrians and reduce the severity of crashes if they do occur.	I-1, I-10
11	Areas for Trash and Recycling Pick Up	Providing residents and businesses with a place to put trash and recycling receptacles for pickup improves accessibility by ensuring these items can be placed somewhere that does not create a barrier for pedestrian access on the sidewalk.	N/A

Implementation and Funding

Overview

Complete street implementation is a complex process that includes planning, design, construction, and maintenance. It incorporates engineering practices and judgment, while engaging appropriate stakeholders to consider and understand how a project will accommodate

the needs of all road users within the Village. The implementation process is critical for integrating appropriate complete street elements across the Village's street typologies. It is also understood that not all recommended elements can be implemented in all projects, but that a balance must be met where road widths and other constraints may be present. It will be the responsibility of the project designers, in coordination with project sponsors and involved partners, to prioritize the design features that are most applicable based on existing physical conditions, desired conditions, modal preferences, long-term maintenance, and availability of funding.

Coordination

Implementation of complete streets involves many steps and many partners, often creating an environment where responsibilities overlap. Therefore, coordination between the Village's departments and applicable agencies is required to ensure that opportunities for project implementation are achieved. Village of Voorheesville departments and offices recommended to be involved in project coordination include, but may not be limited to, the following: Public Works, Building, Fire, Recreation, Stormwater Management.

Coordination is also recommended among CDTA, NYSDOT, Albany County, and other local organizations directly involved with a specific project area. Depending on the project, coordination with local service providers, such as National Grid, may be necessary. The Village is encouraged to pursue opportunities that combine street improvement projects as well as coordinate with local service provider upgrades and maintenance schedules to more efficiently implement complete streets.

Funding

Funding is an important component for complete street implementation. To implement complete street elements throughout the Village, funding opportunities should be pursued both within the Village's capital budget and through other resources, such as State and federal grants. It is recommended that the Village plan its road projects utilizing a two (2) year planning horizon to allow sufficient coordination among Village departments as well as design time for adjustments and identification of supplemental funding sources. It is also recommended that location be considered with respect to other complementary projects that are underway at any given time to disperse resources appropriately and efficiently. Other funding sources may include bond measures, public/private partnerships, and project improvements or funding required as part of new development projects. More efficient coordination of capital street improvement projects between Village departments and with local service providers will also streamline project costs going forward. The Village may also explore non-traditional funding sources for complete street projects as well. These funding sources may include New York State Department of Environmental Conservation (NYSDEC) green infrastructure grants, New York State Energy Research and Development Authority (NYSERDA) grants, and New York State Empire State Development (ESD)

grants. Complete street projects have been known to revitalize corridors and promote private investment.

Internal Complete Streets Checklist

An internal complete streets review checklist will provide a formalized method for the Village to plan, design, and track the implementation of complete street efforts within the Village while maintaining a consistent and transparent process. Using guided tools, such as a checklist, encourages project sponsors to explore opportunities to incorporate complete street elements not previously considered during the early stages of project planning. The Village's Public Works, Building, Fire, Recreation, and Stormwater Management departments are encouraged to develop the checklist jointly. A sample checklist has been provided in Appendix F.

The internal review checklist should require an evaluation of existing and proposed conditions, project location, quantitative details, and to what extent the project will be contributing to the advancement of the Village's Complete Streets Policy. Additionally, the internal review checklist allows the Village to provide information about how project components add to or improve safety, and facilities for all modes of transportation and people of all ages and abilities within the Village. The checklist is recommended to provide the opportunity to explain whether certain complete street elements are feasible or not for a specific project. Similarly, the checklist may require modification once applied to several projects. Therefore, the Village is encouraged to revisit the contents of the checklist and adjust as appropriate.

Utilizing the checklist provides several advantages. It allows the Village to document the project information, recognize existing and potential complete street elements, and gain insight from other involved stakeholders. Additionally, it formalizes coordination between Village departments and provides an opportunity for the Village to better document and track patterns of development. Finally, the checklist allows the Village to consistently document when implementing complete streets elements are not feasible on a project-to-project basis, which may be used to provide public notice of exceptions in accordance with the Village's Complete Streets Policy.

Evaluation Process

The following table outlines the implementation processes for Village-sponsored and Privately-funded projects. The processes complement and support the utilization of design guidelines recommended within the Village's Complete Streets Policy. The steps for each process may not always be linear and should be fluid as a project moves from planning to preliminary design to final design. It is likely that some steps may occur concurrently, while other steps may need to be revisited as the project evolves and as input is gathered during continued project coordination. The steps apply to all new construction, retrofit, reconstruction, and resurfacing projects. The

review process varies depending on whether the project is Village-sponsored or privately-funded. Emergency projects are not required to complete the evaluation process.

Table 15 Village of Voorheesville Complete Streets Implementation Process Guide

Step	Processes
Village-sponsored projects	
1) Project Initiation	<ul style="list-style-type: none"> • Establish project sponsor • Identify project • Identify project scale • Determine project location(s)
2) Project Planning	<ul style="list-style-type: none"> • Set expectations and goals • Coordinate across Village departments, with local partners, and the Planning Board • Establish project limits
3) Checklist Documentation (Village)	<ul style="list-style-type: none"> • Identify street typology(ies) • Identify applicable adopted plans, existing conditions, and appropriate design guidelines • Identify recommended complete streets elements
4) Preliminary Design	<ul style="list-style-type: none"> • Incorporate elements identified during Step 3, consider additional elements identified in design guidelines • Follow applicable federal, State, local, and funding agency requirements
5) Coordination	<ul style="list-style-type: none"> • Coordinate with Village departments, Complete Streets Advisory Board, local partners, and stakeholders about checklist documentation and preliminary design
6) Re-evaluation	<ul style="list-style-type: none"> • Re-evaluate project design based on checklist findings and feedback • Consider additional opportunities to incorporate complete street elements • Verify that applicable federal, State, local, and funding agency requirements have been addressed
7) Final Project Design	<ul style="list-style-type: none"> • Finalize project design based on Step 6 • Confirm that applicable federal, State, local, and funding agency requirements have been met • Finalize design, file checklist, release information to public
Private-sponsored projects	
1) Coordinate with Village (Applicant)	<ul style="list-style-type: none"> • Identify street typology(ies) • Identify applicable adopted plans and existing conditions • Provide site plan application • Discuss possible complete street elements

2) Application/Submission (Applicant)	<ul style="list-style-type: none"> • Submit site plan application and coordinate with Village on project refinement • Provide additional documentation as requested
3) Checklist Documentation (Village)	<ul style="list-style-type: none"> • Village staff to review application, complete checklist, and provide checklist to Complete Streets Advisory Board and Applicant • Request plan modifications as needed and re-evaluate resubmissions against the checklist
4) Final Project Design/Approval	<ul style="list-style-type: none"> • Confirm the project meets Village requirements • Follow applicable federal, state, and local requirements • Finalize project design

Complete Streets Policy

A Complete Streets Policy was created for the Village of Voorheesville to establish a local law that clearly states the Village will design its streets under its jurisdiction to meet the needs of all road users of all abilities. Table 16 includes each clause of the Complete Streets Policy, the policy text associated with each clause, and a plain-English explanation of what the policy text means. Additionally, Table 17 includes supplementary design principles that have been drafted as an optional policy to provide further guidance on design details related to road user comfort and connectivity. Finally, streets within the Village were classified into road typologies based on adjacent land uses. Table 18 depicts various design elements that are appropriate for each road typology to provide guidance to the Village in determining appropriate road design elements for each street.

Table 16 Complete Streets Policy Clauses, Text, and Explanations

Village of Voorheesville Complete Streets Policy		
Policy Clause	Policy Text	What it means
Community Vision	Whereas; Establish the Village of Voorheesville as a safe and accessible community by improving bicycle and pedestrian friendliness through consistent public realm design standards that promote calm, quiet, village-scale streets with amenities and an aesthetic that enhances the community and invites residents and visitors alike to explore the Village’s many assets.	This clause reiterates the vision of the plan and clearly states that the goal of this policy is to make the Village of Voorheesville safer and easier to get around, particularly for people walking and biking.
Policy Intent	Whereas; The Village of Voorheesville shall plan for, design, construct, operate and maintain appropriate facilities for all transportation users of all ages and abilities in all new construction, retrofit, reconstruction, and regular maintenance.	This clause states that the Village of Voorheesville will ensure that all road projects, including regular maintenance, adhere to design standards that advance safety and usability for everyone that uses the roads, no matter their age or abilities.
Applicability to All Users	Whereas; streets that integrate multiple transportation choices for active transportation, public transit, micromobility, and other road users, with special consideration for children, the elderly and people with disabilities, contribute to the public life of a community, sustainable economic development and efficient movement of people and goods.	This clause clarifies the modes of transportation that will be accommodated on the Village’s streets, and specifically identifies children, the elderly, and people with disabilities as road users that must be accommodated through design considerations.
Projects and Phasing	Whereas; the Village of Voorheesville shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain all streets to	This clause states that Village of Voorheesville has a responsibility

	provide a comprehensive and integrated network of facilities for all users of all abilities.	to do its best to consider the needs of all road users at all phases of a project's lifecycle.
Exceptions	Whereas; any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the Village Trustees with documentation of the reason for the exception made publicly available prior to approval of a project. Exceptions may be made when the project involves a roadway on which non-motorized use is prohibited by law. In this case, an effort shall be made to accommodate pedestrians and bicyclists elsewhere.	This clause clarifies that the Village can make exceptions to the policy and design standards. Additionally, it outlines the process necessary to ensure transparency for Village residents when a project is granted an exception.
Commitment to an Integrated Network	Whereas; This policy will create a comprehensive, integrated, connected transportation network for the Village of Voorheesville that balances access, mobility, health and safety needs for all residents. Planning, funding, designing, constructing, managing and maintaining a complete multi-modal network, ensures this.	This clause reiterates that the policy applies to the entire transportation system to ensure connectivity across all modes for all users. For example – if a sidewalk ends, then the road where the sidewalk terminates must also provide a safe environment for pedestrians to continue traveling.
Design Standards	Whereas; The Village of Voorheesville shall use design criteria, standards and guidelines based upon recognized best practices in street design, construction and operations including but not limited to the latest editions of: <ul style="list-style-type: none"> • Capital Region Transportation Council (Transportation Council) Capital District Complete Streets Design Guide; 	This clause stated that the Village will follow well-established design guidelines and best practices from trusted organizations when designing, building, and maintaining streets. It also

	<ul style="list-style-type: none"> • U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG); • Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks Design Guide; • National Association of City Transportation Officials (NACTO) Urban Street Design Guide; • NACTO Urban Bikeway Design Guide; • NACTO Designing Streets for Kids; • NACTO Urban Street Stormwater Guide; • NYS Department of Environmental Conservation (DEC) Construction Stormwater Toolbox, Stormwater Design Manual • AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities 	<p>provides a set of design guidelines to reference.</p>
<p>Context Sensitivity</p>	<p>Whereas; the implementation of this policy shall reference the Village of Voorheesville Safe Streets Policy and Plan Typology Menu to reflect the context and character of the surrounding built and natural environments while enhancing the appearance of such. In doing so, the Village of Voorheesville shall consider methods of providing development flexibility within safe design parameters such as context-sensitive design solutions and shall attempt to employ all solutions consistent with and sensitive to the context of the project.</p>	<p>This clause states that the streets will be designed in a way that fits the surrounding neighborhood and natural environment so long as safety standards are maintained.</p>
<p>Performance Measures</p>	<p>Whereas; Complete Streets should be continuously evaluated for success and opportunities for improvement sought. This policy encourages the regular evaluation and reporting of implementing complete streets through the following performance measures:</p> <ul style="list-style-type: none"> • Linear feet of sidewalk constructed and/or improved each year; 	<p>This clause states that the Village will measure how well its Complete Streets policy is working and look for ways to improve it. These measurements will help ensure streets are safe, accessible,</p>

	<ul style="list-style-type: none"> • Number of speed humps, curb extensions or bump outs, cross walks, and other traffic calming measures installed each year; • 3-year rolling average of annual crashes, including a separate evaluation of crashes involving Vulnerable Road Users (VRUs); • Share of children that use a form of active transportation to get to the Voorheesville Elementary School; • Measured 85th percentile speeds on State and County owned roads as reported through the New York State Department of Transportation (NYSDOT) Traffic Data Viewer; • Total boardings and alightings of public transit routes serving the Village. • The number of speeding tickets and other traffic violations issued in the Village. 	<p>and effective for all users while also allowing the Village to work towards continuous improvement.</p>
Implementation	<p>Whereas; The Village of Voorheesville shall implement the following steps to ensure successful implementation of complete streets:</p> <ul style="list-style-type: none"> • <u>Planning Board</u> – the Village Planning Board will be charged with advancing the Village’s Safe Streets Policy and Plan and ensure compliance with the Complete Streets Policy. The Planning Board may designate a Complete Streets Liaison to assist with this responsibility. • <u>Complete Streets Process Checklist</u> – Within two years after the adoption of the Complete Streets Policy, the Village of Voorheesville shall review current processes related to road design during new construction, retrofit, reconstruction, and resurfacing projects to develop a Complete Streets Implementation checklist that ensures road designs accommodate all users on every project. 	<p>This clause outlines several steps that will be taken to ensure the Village is well equipped to implement the Complete Streets Policy.</p> <p>These steps include: Assigning responsible parties for overseeing the policy’s implementation Ensuring Village staff have resources, tools, and training to help them implement the policy</p>

	<ul style="list-style-type: none"> • <u>Complete Streets Training</u> – The Village shall provide opportunities for staff within the Village’s Public Works Department to attend training sessions to advance their knowledge of Complete Streets. • <u>Coordination</u> – The Village of Voorheesville staff and its Planning Board shall coordinate with NYSDOT, Albany County, and CDTA staff to ensure that these entities comply with the Village’s Complete Streets Policy to the best of their ability during new retrofit, reconstruction, and regular maintenance projects on State and County owned roads within the Village. • <u>Funding</u> – The Village of Voorheesville shall identify, track, and apply for grant funding that can be spent to advance the Complete Streets Policy, including but not limited to planning, design, and construction funds. The Village shall incorporate complete streets projects into its annual capital improvement budget. • <u>Pilots and Demonstration Projects</u> – The Village of Voorheesville is encouraged to use low-cost materials to implement temporary installations of Complete Streets designs to test feasibility, engage with the community, and streamline permanent implementation of these designs following a successful pilot. 	<p>Ensuring the Village coordinate with outside agencies</p> <p>Allowing the Village to test improvements with low-cost temporary materials before committing significant resources to new street designs</p>
--	---	---

Table 17 Village of Voorheesville Complete Streets Supplementary Design Principles

Village of Voorheesville Complete Streets Supplementary Design Principles – Optional Policy		
Policy Clause	Policy Text	What it Means
Universal Principles to Promote Safety, Accessibility, and Comfort for Vulnerable Road Users	<p>Whereas; the Village of Voorheesville has determined its transportation network shall accommodate all road users of all abilities with special consideration for children, the elderly, and the disabled, the following principles shall be considered for the design of all projects applicable under the Village’s Complete Streets Policy:</p> <ul style="list-style-type: none"> • Pedestrian travel speeds shall be calculated at 3ft per second. It is encouraged to use a pedestrian travel speed of 2.5ft per second for areas in proximity of senior living facilities, schools, daycares, medical facilities, or other land uses that may have higher rates of children, the elderly, or people with mobility impairments. • Sidewalks should be constructed with consistent elevations barring a significant barrier to avoid in sidewalk elevation when crossing driveways that may present challenges for road users with mobility impairments. Raised crossings are preferred parallel to Regional Connector and Main Street typologies when they intersect with streets of the Local Residential typology. • The Village Speed Limit should be set at 25mph for residential streets and for County- and State-owned roads within a to-be-determined “downtown” area to provide a safe, quiet, and comfortable environment for road users outside of vehicles. 	<p>This is a collection of supplemental policies to inform design decisions that will promote safety, accessibility, and comfort for road users outside of vehicles on topics where existing design guidelines may not provide specific guidance. They include the following:</p> <ul style="list-style-type: none"> • <u>Pedestrian travel speeds</u> – defining all pedestrian travel speeds at the federally recognized speed for the elderly ensures all designs accommodate pedestrians of this ability. • <u>Limiting curb cuts</u> – discouraging frequent curb cuts for driveways helps to maintain a level sidewalk surface which makes getting around easier for folks with mobility challenges. • <u>Speed Limit Reduction</u> – Lowering speeds within the Village will ensure that when

	<ul style="list-style-type: none"> • Rights-of-Way within the Village shall be designed for a speed of 25mph to ensure the safety of all road users and limit speeding primarily through design rather than enforcement. 	<p>crashes do occur, they are less severe. Additionally, requiring streets to be designed for the signed speed puts an emphasis on appropriate design to control speeds as opposed to increasing enforcement.</p>
<p>Universal Principles to Promote Connectivity and an Integrated Network</p>	<p>Whereas; the Village of Voorheesville has determined its transportation network shall provide a comprehensive, integrated, and connected system for active transportation, public transit, and micromobility users that promotes access, health, and mobility, the following principles shall be considered for the design of all projects applicable under the Village’s Complete Streets Policy:</p> <ul style="list-style-type: none"> • New developments located within 500ft of existing active transportation infrastructure, including but not limited to sidewalks and trails, should provide a safe connection to the existing infrastructure. • New developments shall include an active transportation connectivity plan that promotes connectivity to adjacent neighborhoods and/or developments. 	<p>This is a collection of supplemental policies to inform design decisions that will promote connectivity on topics that existing land use regulations may not cover. They include the following:</p> <ul style="list-style-type: none"> • <u>New Development</u> – strongly recommends that new developments connect to existing infrastructure for active transportation so long as the development is near the existing infrastructure. Additionally, strongly recommends that new developments provide active transportation connections to existing developments to promote connectivity and shorter travel distances for active transportation users.

Road Typology Menu of Design Elements

This table identifies preferred Complete Street improvements for each road typology within the Village. This table offers design guidance and is not intended to limit or prohibit opportunities to implement Complete Street elements. Mandatory (M) elements shall be implemented barring significant barriers. Preferred (P) elements are recommended depending on road conditions and adjacent land uses. Context sensitive (CS) elements may be appropriate depending on road conditions, adjacent land uses, and other context.

Table 18 Design Elements by Road Typology

#	Complete Street Design Element	Road Typology		
		Regional Connectors	Main Streets & Commercial Corridors	Local Residential
Infrastructure				
I-1	Shared Roadway – Pavement Markings & Signs	M	M	M
I-2	High Visibility Crosswalk	M	M	P
I-3	Speed Humps	P	P	M
I-4	Shared Roadway - Vertical & Horizontal Traffic Calming	P	P	M
I-5	Curb Extensions or Bump Outs	M	P	CS
I-6	Multiuse Path or Sidepath	P	P	P
I-7	Sidewalks – Both Sides of Street	CS	M	CS
I-8	Sidewalk – One Side of Street	P	CS	CS
I-9	Narrow Travel Lanes (10ft or less)	CS	CS	M
I-10	Raised Crosswalks	P	P	
I-11	Rectangular Rapid Flashing Beacons (RRFB)	P	P	
I-12	Bus Shelter	P	P	
I-13	Bicycle Lanes – Painted or Separated	P	CS	
I-14	Pedestrian Signals	CS	CS	

I-15	Advisory Shoulder			P
I-16	Turning Lanes	CS		
Amenities				
A-1	Pedestrian Scale Lighting	P	M	M
A-2	Wayfinding Signage and Maps	P	M	CS
A-3	Street Furniture – benches, waste bins, etc.	P	M	
A-4	On Street Parking	CS	M	
A-5	Bicycle Fix-it Station	CS	P	
A-6	Street Trees	P	M	P
A-7	On Street Bicycle Parking		P	
A-8	On Street EV Charging Station	P	P	
A-9	Bicycle Share Station – CDPHP Cycle	P	P	

Recommendations

Table 19 Village of Voorheesville Safe Streets Policy and Plan Recommendations

Recommendation Category	Time Frame	Involved Departments or Organization	Funding Sources
Voorheesville Elementary School			
Expand the school speed zone to include Altamont Rd and overflow parking lots at Tork’s Hill and St. Matthew’s Church	Short Term	Village of Voorheesville, NYSDOT, Voorheesville School District	N/A
Evaluate all crossings that serve the school to ensure they meet best practices relating to safety; consider relocating some crossings to better match real pedestrian behaviors.	Intermediate	Village of Voorheesville, NYSDOT, Voorheesville School District	NYSDOT Transportation Alternatives Program – Safe Routes to School
Install speed cameras in the school zone around the Elementary School to automate enforcement.	Short Term	Village of Voorheesville, NYSDOT, Voorheesville School District	Self-funded
Additional Plans and Studies			
Work with the Transportation Council to develop and adopt an ADA Transition Plan to ensure all sidewalks and pedestrian infrastructure meet accessibility standards.	Intermediate	Village of Voorheesville, Capital Region Transportation Council	Transportation Council Unified Planning Work Program

Develop and implement a Village-wide trails and connectivity plan to identify opportunities for new active transportation connections that are not within existing roadways.	Long Term	Village of Voorheesville, Town of New Scotland, Albany County	OPRHP Recreational Trails Program; Trust for Public Land Equitable Communities Fund; NYSDOT TAP/CMAQ
Other Recommendations			
Adopt a Village-wide speed limit of 25mph that will be applied to all Village-owned roads with the completion of a signed letter from a licensed engineer. Collaborate with NYSDOT and Albany County to identify a “downtown” area of the Village where speed limits can be lowered on State- and County-owned roads.	Short Term	Village of Voorheesville, Transportation Council, NYSDOT, Albany County	N/A
Update Village Zoning and Site Plan Review laws to incorporate connectivity standards and ensure land use laws align with the Complete Streets Policy.	Short term	Village of Voorheesville Planning Board	N/A
Continue working with CDTA to improve transit service in the Village.	Ongoing	Village of Voorheesville, CDTA	N/A
Continue working with the Town of New Scotland to enhance connectivity between the Village and nearby neighborhoods under the Town’s jurisdiction.	Ongoing	Village of Voorheesville, Town of New Scotland	N/A

Continue working with the Albany County Sheriff to enforce traffic laws within the Village.	Ongoing	Village of Voorheesville, Albany County Sheriff	N/A
Incorporate sidewalks, bike facilities, and traffic calming into the Village's yearly repaving program	Ongoing	Village of Voorheesville	Self-funded
Collaborate with the Voorheesville School District, youth sports leagues, and other groups that run programs in the Village to develop Traffic Management Plans for pickup and drop off periods.	Ongoing	Village of Voorheesville, Albany County Sheriff, Voorheesville School District, Kiwanis and other youth programs	N/A
Collaborate with Albany County Department of Health to utilize their temporary infrastructure lending library for road demonstration projects and temporary installations.	Short term	Village of Voorheesville DPW, Albany County Department of Health	N/A
Collaborate with Albany County to consider design elements to slow traffic on School Road.	Intermediate	Village of Voorheesville, Albany County	NYSDOT TAP/CMAQ
Remove the slip lane at Altamont Road and School Road.	Intermediate	Village of Voorheesville, Albany County, NYSDOT	N/A

Appendix A - Previous Plans Technical Memo

This page intentionally left blank

Comprehensive Plan (Village of Voorheesville, 2018)

The Village of Voorheesville Comprehensive Plan is intended as a road map that identifies steps and actions for the Village to take over time to enhance its quality of life. The Plan should be a document that remains a centerpiece for discussion and decision-making at many different levels in the Village. The Plan includes an action plan designed to help the Village Board implement the recommended actions over time.

Community Input on road safety, bike/pedestrian needs, trail connections, complete streets, etc.

- Strengths – Streetscapes, traffic level, rail trail, walkability.
- Weaknesses – New infrastructure upgrades (sidewalk maintenance and connections, roads, bike facilities, parking for businesses, railroad underpass), traffic issues such as increased volumes and speed in various locations.
- Opportunities - Improve streetscape and facades on South Main Street, make pedestrian improvements, promote rail trail facilities, amenities, marketing, aesthetics for recreation and economic development, establish railroad quiet zone(s), implement traffic calming measures for existing streets and new streets.
- Threats – none.

Themes and goals related to complete streets

- Community character - Improve aesthetics, streetscapes, lighting, parking, and other amenities, with an emphasis on South Main Street.
- Walkability/Linkages - Increase connections between sidewalks and all parts of the Village with new multi-use sidewalks, pathways, and the rail trail; improve sidewalk conditions; enhance safety for drivers, pedestrians and cyclists; enhance linkages between Village open spaces, Vly Creek, and pathways to Thacher Park; implement traffic calming measures.
- Recreation/Community Event Access and Improvements - Make the Village a bicycle-friendly community and enhance the use of the rail trail.

Relevant Appendices

Appendix 2: Profile and Inventory of Resources

Appendix 2 contains information related to walkability in the Village; walkability is identified in the comprehensive plan as something the community would like to enhance. The following table, found on page 102, highlights potential barriers and facilitators for a walkable community, and specific strategies the Village could undertake to eliminate each potential barrier and promote walkability.

Barriers to a Walkable Community	Facilitators to a Walkable Community	Strategies
----------------------------------	--------------------------------------	------------

Narrow walkway widths directly next to the road	Wider walkways that are not contiguous with the roadway	Support a buffer between sidewalk and roadway
Inadequate sidewalk maintenance	Proper sidewalk maintenance	Routine cleanup and repair to ensure continued use year-round
Lack of fully connected sidewalks throughout a community	Continuous system of sidewalks	Connect key areas of the village between popular destinations and residential areas
Missing or poorly maintained curb cuts	Allow for curb cuts	Maintain or install curb cuts, providing accessibility for people with disabilities or those with limited mobility; clearly delineates pedestrian space
Difficult street crossings	Improve street crossings	Install additional pedestrian signage and signals to provide safety and comfortable crossings
High-speed, high-volume traffic adjacent to residential areas, parks, shopping, and residential areas	Improve vehicular traffic issues	Enforce and/or lower speed-limit, implement a variety of traffic calming measures: installing speed feedback signs, lane narrowing, designated bike lanes, pedestrian signage, bump outs, speed bumps, curb extension
Physical features such as railroad tracks, major arterials, or rivers	Address physical barriers for improved bicycle and pedestrian safety/connectivity	Improve or install bike/ped infrastructure or signage that properly delineates pedestrian facilities, as appropriate for type of physical barrier for improved pedestrian safety and lowered risk of injury or fatality

Traffic Calming Study Memo (Village of Voorheesville, 2022)

The study analyzed local traffic conditions and made recommendations for traffic calming, pedestrian safety enhancements, and truck rerouting at four locations within the Village of Voorheesville. The four locations examined are (1) near the Elementary School on Maple Ave., (2) on Voorheesville Ave. near the Rail Trail crossing, (3) on Maple Ave. near the railroad bridge overpass, and (4) on Maple Ave. near the pedestrian crossing. The study used existing roadway and traffic control conditions at each study location and automatic traffic recorders (ATRs) were installed on Maple Ave. and Voorheesville Ave. to record hourly traffic volumes and speeds.

Pedestrian sight distance measurements were taken at the existing crosswalks near Locations 1, 2, and 4. Additionally, pedestrian crossing counts were conducted during the morning and afternoon peak periods at the crosswalk at Location 1.

The study did not include any community input.

Findings

- Based on the data received, no crashes involving pedestrians have occurred at any of the crosswalks of interest in the past five years. In December of 2018, there was one incident of driver inattention resulting in a commercial vehicle colliding with the CSXT Railroad bridge overpass on Maple Ave.

Relevant Recommendations

Location 1 - VCSD Elementary School Crossing

- Relocate the existing crosswalk and signage to Mountainview St. and extend the sidewalk along the school frontage to the new crosswalk. Relocating the crosswalk will increase the separation from the adjacent signal to greater than 200 feet, which is the urban minimum recommended in the City of Boulder, CO Pedestrian Crossings Guide. Install advance warning signs consistent with the NYSDOT PSAP, including florescent yellow green signs and reflective signposts. (Approximate Construction Cost - \$60,000)
- Long term - Install rectangular rapid-flashing beacons (RRFBs) at the crosswalk. Pedestrian crossing volumes at the crosswalk meet the minimum pedestrian threshold of 20 pedestrians per hour for an RRFB as outlined in TSMI 18-02. (Approximate Construction Cost - \$100,000)

Location 2 - Albany Rail Trail Crossing

- Install dual-posted, back-to-back florescent yellow-green bike/pedestrian warning signs and advance signs with reflective signposts consistent with NYSDOT Pedestrian Safety Action Plan. (Approximate Construction Cost - \$10,000)
- Long term - Install raised crosswalk. (Approximate Construction Cost - \$45,000)

Location 3 - CSXT Railroad Bridge Overpass

- Update existing warning signs to provide higher reflectivity, supplement the first eastbound advanced warning sign with a left side warning sign. Install signs on the face of the bridge consistent with the MUTCD. (Approximate Construction Cost - \$25,000)
- Long term - Implement electronic height detection in advance of overpass. (Approximate Construction Cost - \$160,000)
- Long term - Increase clearance or build a turnaround for vehicles greater than 11 feet 3 inches in height. (Approximate Cost - \$TBD)

Location 4 Maple Ave. Crossing in Vicinity of CSXT Railroad Bridge Overpass

- Install dual-posted, back-to-back florescent yellow-green pedestrian warning signs and advance signs with reflective signposts consistent with NYSDOT PSAP. (Approximate Construction Cost - \$30,000)
- Relocate existing curbing towards the travel lane to reduce the existing shoulder width and provide a wider sidewalk beneath the railroad bridge. (Approximate Construction Cost - \$95,000)

Albany Loop Trail Feasibility Analysis & Recommendation (Transportation Council, 2023)

This report presents potential facilities for a bicycle route for the western portion of the Albany Loop Trail identified in the Capital District Trails Plan. The area studied begins at the Albany County Helderberg-Hudson Trailhead in Voorheesville and ends at the entrance to The Crossings Park of Colonie. Since the Transportation Council has started measuring the usage of bicycle paths in our region there has been rapid growth of bicycling. To support this demand, the Capital District Trails Plan recommends developing a seamless network of trails that connect communities and neighborhoods throughout the region. The plan identifies the Albany Loop Trail as a core trail connecting communities, destinations, and other trails. The proposed trail connects the existing Albany County Helderberg-Hudson Rail Trail and Mohawk-Hudson Hike Bike Trail.

The analysis did not include any community input.

Recommendations

- The proposed route starts at the terminus of the Albany County Helderberg-Hudson Trail in Voorheesville. The route follows Voorheesville Ave until NY Route 155 (State Farm Road) where it heads north. The proposed route follows NY 155, turning east on Watervliet Shaker Road. The trail then follows Airline Drive, Heritage Lane, and Meeting House Road to NY 155 (Albany Shaker Road). The trail continues east on NY 155/Albany Shaker Road until The Crossings Park of Colonie. Below the table, a brief description of the recommendation, by segment, can be found.

Segment	Roadway	AADT	Recommendation
1	Voorheesville Ave from Grove St to NY 155	<5,000	Bike Boulevard
2	NY 155 from Voorheesville Ave to Western Ave	9,725	Sidepath
3	NY 155 from Western Ave to Watervliet-Shaker Rd	12,000-20,000	Sidepath
4	NY 155 from New Karner Rd to Airline Dr	11,000-16,000	Sidepath
5	Airline Dr, Heritage Ln, Meeting House Rd, NY 155	Unknown, 25,000	Bike boulevard and sidepath
6	Albany Shaker Rd from Exit 3 Ramp to Crossings of Colonie Park entrance	16,000	Sidepath

- The proposed trail crosses fifteen intersections. Each intersection will require additional attention to ensure safety and comfort for bicyclists and pedestrians. The following intersections are located within or immediately adjacent to the Village of Voorheesville:
 - o Voorheesville Avenue and NY 155- This intersection is skewed (streets do not meet at right angles) which reduces sightlines and makes crossing distances longer. This intersection is also where the proposed trail crosses from a bike boulevard on Voorheesville to the sidepath on the eastern side (far side) of NY 155. Space should be dedicated for bicyclists waiting at the traffic signal exiting the bike boulevard. This intersection should be evaluated for bicycle signals.
 - o NY 155 over unnamed creek- NY 155 crosses over a creek just north of Voorheesville Avenue. This crossing has limited space for a shared-use path. In the short term, the path will need to use the narrow shoulder. A traffic study is required to determine how vehicle lanes can be shifted west to provide a larger shoulder for the path. The long-term goal is to widen the bridge providing space for a sidepath.

Main Street Master Plan (Village of Voorheesville, 2015)

The purpose of this plan is to be able to capitalize on the establishment of the rail trail trailhead and support implementation grant applications.

Community input on road safety, bike/pedestrian needs, trail connections, complete streets, etc.

- A central, shared parking area with bike racks
- Burying overhead utility lines or relocating them to rear yards
- Decorative lighting, pavers, and street trees
- Benches and other "sittable" spaces (i.e. knee walls, ledges, steps)
- Outdoor dining opportunities
- Bicycle and pedestrian links to the Albany County Helderberg-Hudson Rail Trail trailhead
- Façade improvements that tie-in historically relevant architectural elements (most common response)

Wayfinding locations

- Route 155 and Voorheesville Avenue
- Maple Avenue (Route 85A) and Voorheesville Avenue
- Albany County Helderberg-Hudson Rail Trail Trailhead
- Main Street and Voorheesville Avenue
- Library

Design themes

- Bicycling and outdoor recreation activities/pursuits
- Environmental sustainability and being a walkable community

Vision

- more environmentally conscious, with a reinforced tree canopy and innovative and environmentally sensitive civic infrastructure (water, sewer, stormwater, transportation, etc.)
- more oriented toward and leveraging the opportunities presented by the Rail Trail
- walkable, street amenities, sewers

Capital District Trails Plan (Transportation Council, 2019)

This plan was developed to update the vision of the *Tech Valley Trails: A Greenway Concept for the Capital Region* for a seamless regional transportation network that connects cities, towns and villages throughout the Capital District.

Community input on road safety, bike/pedestrian needs, trail connections, complete streets, etc.

- An overwhelming majority (93%) indicated they use trails for "Health / Exercise / Recreation" (compared to 91% in 2016)
- A total of 7% indicated they generally use trails for travel purposes. Specifically, "commuting to school or work" (5%), "Run errands or visit friends" (1%) or "Visit the library or other civic spaces" (1%). In 2016, 4% indicated they use the trails for "commuting."
- Most respondents felt that the overall use of trails would increase if a regional trail system was established.
- 66% felt that they would be more likely to use the trail system for commuting, travel or other non-recreational trips if a regional trail system was established.
- 95% felt that they would be more likely to use the trail system for recreational use if a regional trail system was established.
- Among the most popular amenities or features which were requested along trail routes were: Restrooms (298); Benches (206); Bike Rentals/Bike Share (165); Coffee/Ice Cream (156); Farmers Markets (142); Food Trucks (138); Pavilions (133); and Restaurants & Bars (132).

Relevant Recommendations for the Village of Voorheesville:

- Identify the economic benefits of a local trail system and project how these benefits might affect the community.
- Provide trail connections with areas of concentrated residential and business activity to help support commuting travel.

Relevant Trail Connections and/or Proposed Trails:

- Core Trail: Albany County Helderberg-Hudson Rail Trail – existing trail, includes recommendation to continue the trail east towards Guelderland.

- Core Trail: Albany Loop – recommended trail connecting the Albany County Helderberg-Hudson Rail Trail to the Mohawk-Hudson Bike-Hike Trail. Primary proposed route will run North/South along Route 155.
- Supporting Trail: Ravena-Voorheesville Link – recommended trail, primarily off-road. Would connect the Village of Ravena to the Village of Voorheesville. Trail segments in the Village of Voorheesville will require a right of way agreement along a utility corridor.

Capital District Complete Streets Design Guide (Transportation Council, 2022)

These guidelines were developed to fill in gaps where the context of local streets differs from that of state highways. It is important to remember that design guidance is constantly evolving and therefore information referenced in this document is subject to change.

Complete Streets Design Recommendations

- Sidewalks - Sidewalks should be part of a continuous network and connected with crosswalks at all roadway intersections. They should be safe, comfortable, and attractive facilities that provide accommodations for people of all ages and abilities.
- Roadways - Planning and engineering guidance can and should enhance, not impede, multimodal safety and mobility. Complete Streets seeks to bring vehicular flow and throughput into balance with safety, mobility, and access considerations.
- Intersections - A well-designed intersection facilitates visibility and predictability for all users, reduces motor vehicle travel speeds, and makes complex movements feel safe and intuitive. An intersection should promote eye contact between all street users, allowing the street space to be effectively shared by pedestrians, bicyclists, and drivers.
- Curbsides - Proper utilization of curbsides can help improve safety, help businesses and residents, and make drivers and pedestrians feel more comfortable interacting with the space around them.

Village of Voorheesville Architectural Design Guidelines (Village of Voorheesville, 2021)

The Village of Voorheesville Architectural Design Guidelines are a companion document to the Village’s zoning law. The design guidelines are intended to further the zoning laws purpose “to maintain the Village’s traditional small-town character, which includes, but is not limited to well-kept, quaint, peaceful, and quiet neighborhoods, historic structures, and streetscapes as described in the Village of Voorheesville Comprehensive Plan.” The design guidelines primarily focus on buildings and building facades, but many elements are intended to promote active and engaging streetscapes. As such, the design characteristics outlined in these design guidelines, particularly in the Village’s historic mixed-use areas, should be considered against streetscape designs to ensure a cohesive aesthetic that promotes the character of the Village.

Village of Voorheesville Recreational Pathways Map, 2023

The Village of Voorheesville Recreational Pathways Map was created to advance the Village's commitment to "building and promoting non-motorized pathways" as recommended in the Comprehensive Plan. The development of the map was funded by a grant from the Northeast Wellness and Fitness Initiative and supported by the Village Board, Voorheesville Public Library, and several volunteers.

The map identifies four walking loops and six connecting paths or trails within the Village to outline a robust system of non-motorized pathways throughout the Village. These walking loops connect residents and visitors to key destinations including several businesses, historic sites, and civic sites.

Appendix B – Priority Corridor Conceptual Designs and Cost Estimates

This page intentionally left blank

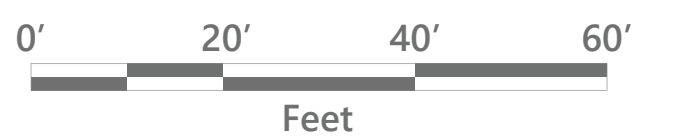


Maple Avenue

Voorheesville Complete Streets

Aerial of Existing Condition

Voorheesville, New York 12186
February 13, 2025



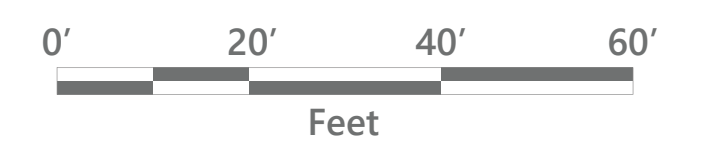


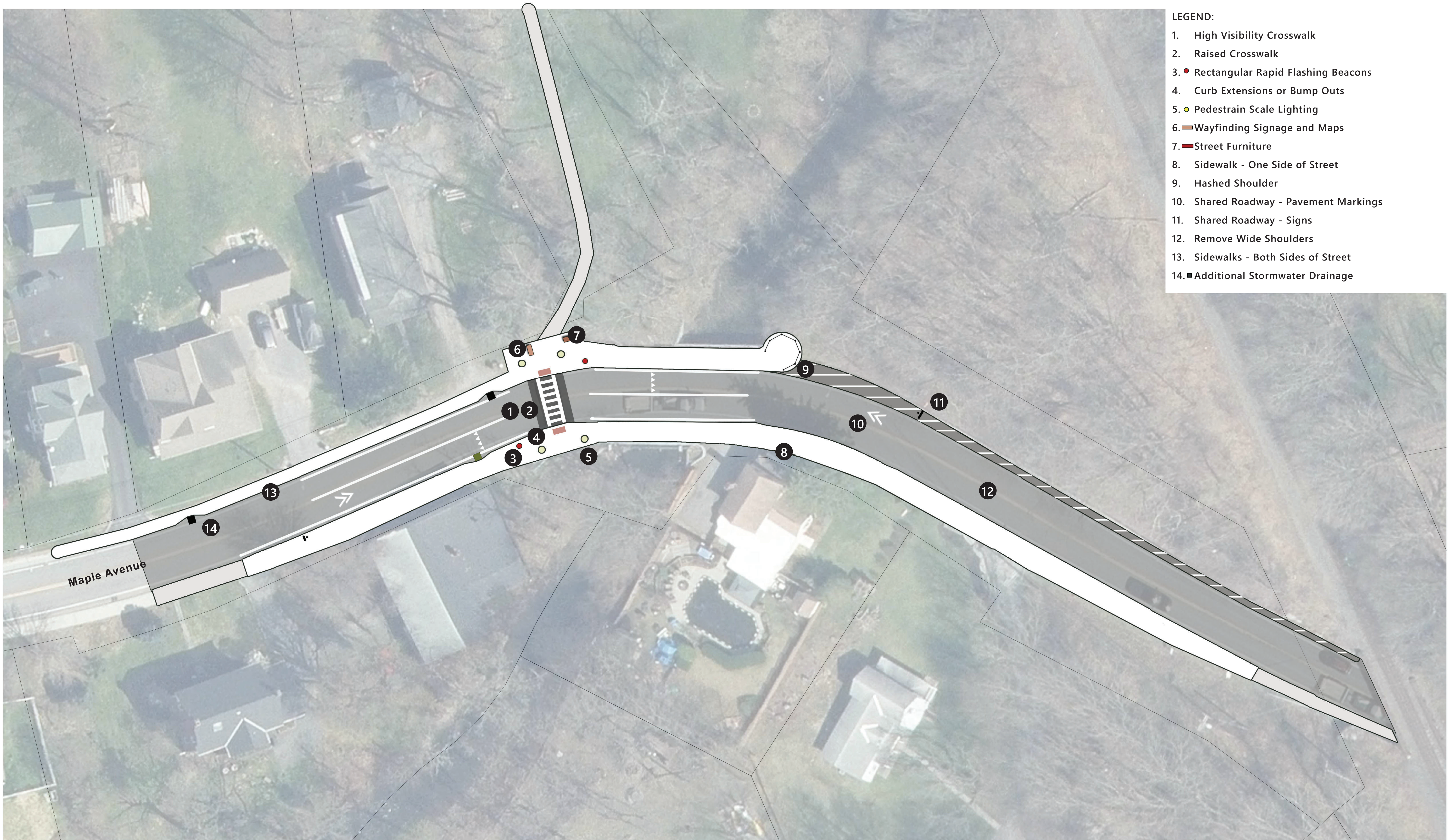
Maple Avenue

Voorheesville Complete Streets

Project Base Plan

Voorheesville, New York 12186
February 13, 2025





- LEGEND:**
- 1. High Visibility Crosswalk
 - 2. Raised Crosswalk
 - 3. ● Rectangular Rapid Flashing Beacons
 - 4. Curb Extensions or Bump Outs
 - 5. ● Pedestrian Scale Lighting
 - 6. ▬ Wayfinding Signage and Maps
 - 7. ▬ Street Furniture
 - 8. Sidewalk - One Side of Street
 - 9. Hashed Shoulder
 - 10. Shared Roadway - Pavement Markings
 - 11. Shared Roadway - Signs
 - 12. Remove Wide Shoulders
 - 13. Sidewalks - Both Sides of Street
 - 14. ▬ Additional Stormwater Drainage

PROJECT CONSTRUCTION COST ASSESSMENT: Voorheesville Complete Streets			Document Date: May 29, 2025		
Maple Avenue Pedestrian Crossing to the Jim Nichols Memorial Park			Drawing Reference: Graphic Site Plan Drawing Date: February 13, 2025		
Voorheesville, NY					
1. Costs contained herein are conceptual estimates for discussion and planning purposes. 2. Costs reflected in this evaluation represent 2025 prices. 3. Cost assessment includes sidewalk extension on the north side of the road extending to the crossing at 62 Maple Avenue. The full length of this sidewalk is not					
ITEM NO.	ITEM DESCRIPTION	Quantity	UNIT	UNIT PRICE	TOTAL COST (including profit, labor and overhead)
A. Site Preparation and Coordination					
1	Construction Stakeout	1	LS	\$5,000.00	\$5,000
2	Temporary Traffic Control	1	LS	\$10,000.00	\$10,000
SUBTOTAL A					\$15,000
B. Temporary Facilities					
1	Port-a-Potty	1	EA	\$1,000.00	\$1,000
SUBTOTAL B					\$1,000
C. Removals (Includes Hauling Offsite)					
1	Asphalt Sawcut	760	LF	\$2.00	\$1,520
2	Pavement Removal (concrete, asphalt, subbase to remain)	320	SY	\$10.00	\$3,200
3	Curb Removal	560	LF	\$10.00	\$5,600
4	Sign Removal	0	EA	\$200.00	\$0
5	Light Standard Removal /with Base	0	EA	\$1,500.00	\$0
6	Tree Removal (less than 8" diameter)	0	EA	\$1,500.00	\$0
SUBTOTAL C					\$10,320
D. Pavement					
1	Asphalt pavement system for parking & roadway	300	SY	\$60.00	\$18,000
2	Sidewalk concrete pavement system (width varies)	11,400	SF	\$12.00	\$136,800
3	Granite curb	760	LF	\$75.00	\$57,000
4	Raised Crosswalk	1	EA	\$5,000.00	\$5,000
5	Pavement Striping (Crosswalks, parking, bicycle lanes)	1,400	LF	\$4.00	\$5,600
SUBTOTAL D					\$222,400
E. Site Amenities					
1	Light Standard/ Base/ Electrical Service	4	EA	\$5,000.00	\$20,000
2	Traffic Signage	2	EA	\$500.00	\$1,000
3	Bench	2	EA	\$2,000.00	\$4,000
4	Wayfinding Signage and Maps	1	EA	\$10,000.00	\$10,000
5	RRFB	2	EA	\$10,000.00	\$20,000
6	Detectable Warning	2	EA	\$1,000.00	\$2,000
SUBTOTAL E					\$57,000
F. Other Elements					
1	Stormwater	3	EA	\$5,000.00	\$15,000
2	Fencing	50	LF	\$100.00	\$5,000
SUBTOTAL F					\$20,000
G. Site Restoration and Landscaping					
1	Lawn Restoration	1280	SF	\$1.00	\$1,280
2	Street Tree Planting (replacemeny / mitigation)	5	EA	\$2,000.00	\$10,000
SUBTOTAL G					\$11,280
H. SUBTOTAL 1 Cost Summary A-G					\$337,000
I. Contractor Mobilization and General Requirements					
1	Mobilization (5% of H)	5%			\$16,850
2	General requirements (10% of H)	10%			\$33,700
3	Village Administration Assistance (5% of H)	5%			\$16,850
4	Project Design and Engineering (30% of H)	30%			\$101,100
5	Construction Inspection (15% of H)	15%			\$50,550
6	Construction Administration (10% of H)	10%			\$33,700
SUBTOTAL I					\$252,750
J. SUBTOTAL 2 Cost Summary H-I					\$589,750
K. Project Development Contingency					
1	Project Development Contingency (20% of J)				\$117,950
SUBTOTAL K					\$117,950
L. TOTAL PROJECT COST (Project Development Contingency + Subtotal 2)					\$707,700



Voorheesville Complete Streets - Maple Avenue Intersection

Aerial of Existing Condition

Voorheesville, New York 12186
February 13, 2025

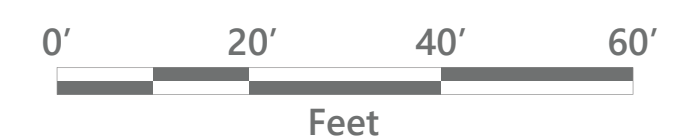




Voorheesville Complete Streets - Maple Avenue Intersection

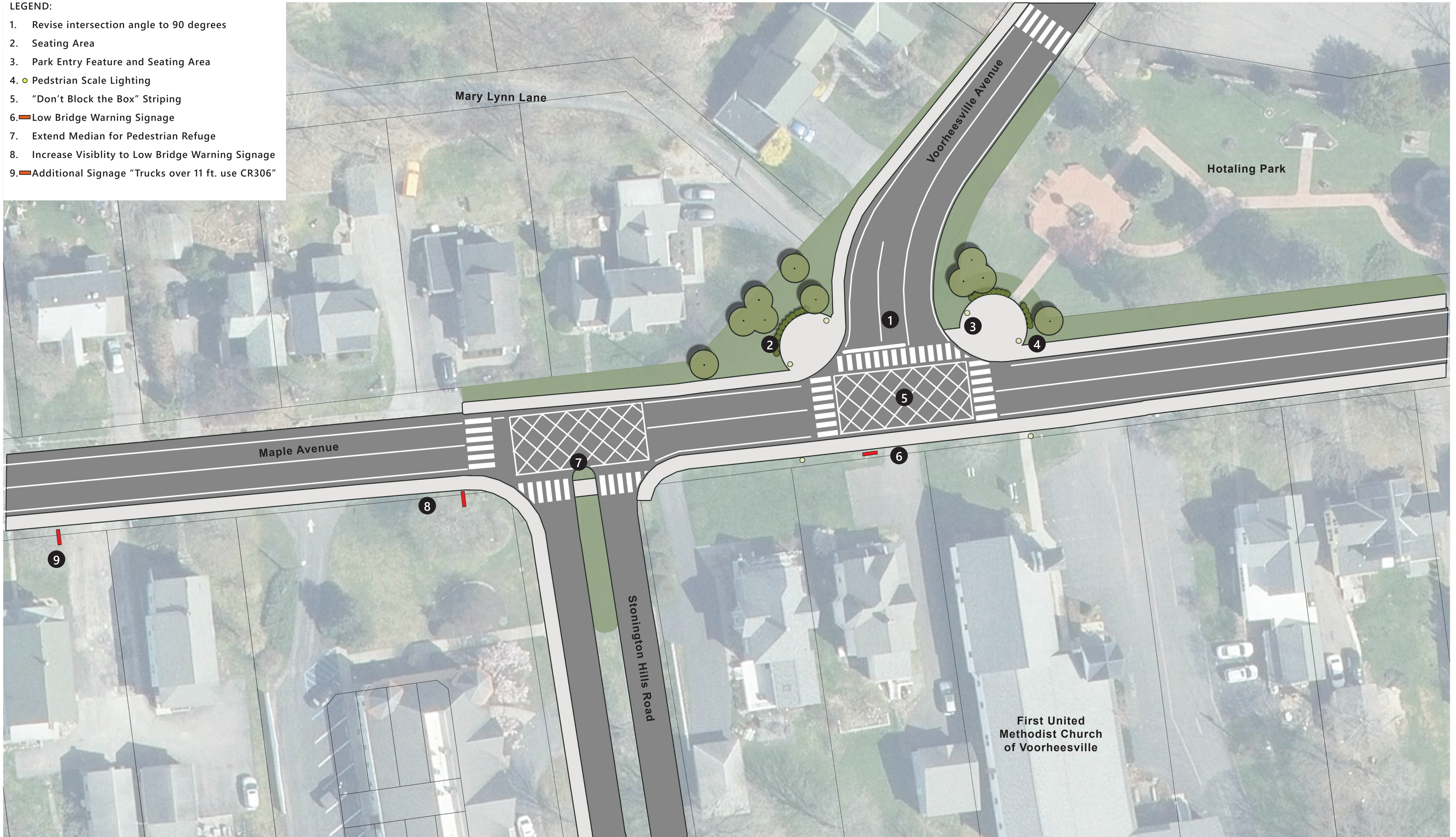
Project Base Plan

Voorheesville, New York 12186
February 13, 2025



LEGEND:

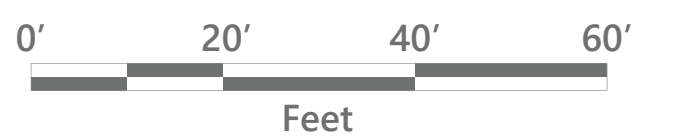
- 1. Revise intersection angle to 90 degrees
- 2. Seating Area
- 3. Park Entry Feature and Seating Area
- 4. Pedestrian Scale Lighting
- 5. "Don't Block the Box" Striping
- 6. Low Bridge Warning Signage
- 7. Extend Median for Pedestrian Refuge
- 8. Increase Visibility to Low Bridge Warning Signage
- 9. Additional Signage "Trucks over 11 ft. use CR306"



Voorheesville Complete Streets - Maple Avenue Intersection

Site Plan

Voorheesville, New York 12186
February 13, 2025



PROJECT CONSTRUCTION COST ASSESSMENT: Voorheesville Complete Streets		Document Date: May 29, 2025			
Intersection of NYS-85A, Voorheesville Ave, Stonington Hill Road		Drawing Reference: Graphic Site Plan Drawing Date: February 13, 2025			
Voorheesville, NY					
Note: 1. Costs contained herein are conceptual estimates for discussion and planning purposes. 2. Costs reflected in this evaluation represent 2025 prices.					
ITEM NO.	ITEM DESCRIPTION	Quantity	UNIT	UNIT PRICE	TOTAL COST (including profit, labor and overhead)
A. Site Preparation and Coordination					
1	Construction Stakeout	1	LS	\$10,000.00	\$10,000
2	Temporary Traffic Control	1	LS	\$50,000.00	\$50,000
SUBTOTAL A					\$60,000
B. Temporary Facilities					
1	Port-a-Potty	2	EA	\$1,000.00	\$2,000
SUBTOTAL B					\$2,000
C. Removals (Includes Hauling Offsite)					
1	Asphalt Sawcut	600	LF	\$2.00	\$1,200
2	Pavement Removal (concrete, asphalt, subbase to remain)	1,500	SY	\$10.00	\$15,000
3	Curb Removal	600	LF	\$10.00	\$6,000
4	Sign Removal	4	EA	\$200.00	\$800
5	Light Standard Removal /with Base	6	EA	\$1,500.00	\$9,000
6	Tree Removal (less than 8" diameter)	4	EA	\$1,500.00	\$6,000
SUBTOTAL C					\$38,000
D. Pavement					
1	Asphalt pavement system for parking & roadway	1,200	SY	\$60.00	\$72,000
2	Sidewalk concrete pavement system (width varies)	6,200	SF	\$12.00	\$74,400
3	Granite curb	680	LF	\$75.00	\$51,000
4	Crosswalk Striping	8	EA	\$1,000.00	\$8,000
5	Pavement Striping (Crosswalks, parking, bicycle lanes)	3,000	LF	\$4.00	\$12,000
SUBTOTAL D					\$217,400
E. Site Amenities					
1	Light Standard/ Base/ Electrical Service	4	EA	\$5,000.00	\$20,000
2	Traffic Signage	4	EA	\$500.00	\$2,000
3	Bench	4	EA	\$2,000.00	\$8,000
4	Wayfinding Signage and Maps	0	EA	\$10,000.00	\$0
5	RRFB	0	EA	\$10,000.00	\$0
6	Detectable Warning	12	EA	\$1,000.00	\$12,000
SUBTOTAL E					\$42,000
F. Other Elements					
1	Traffic Warning Signage	2	EA	\$5,000.00	\$10,000
2	Stormwater	1	LS	\$50,000.00	\$50,000
3	Fencing	0	LF	\$100.00	\$0
SUBTOTAL F					\$50,000
G. Site Restoration and Landscaping					
1	Lawn Restoration	2000	SF	\$1.00	\$2,000
2	Street Tree Planting (replacement / mitigation)	4	EA	\$2,000.00	\$8,000
3	Street Tree Planting	10	EA	\$2,000.00	\$20,000
4	Shrubs	24	EA	\$100.00	\$2,400
SUBTOTAL G					\$32,400
H. SUBTOTAL 1 Cost Summary A-G					\$441,800
I. Contractor Mobilization and General Requirements					
1	Mobilization (5% of H)	5%			\$22,090
2	General requirements (10% of H)	10%			\$44,180
3	Village Administration Assistance (5% of H)	5%			\$22,090
4	Project Design and Engineering (30% of H)	30%			\$132,540
5	Construction Inspection (15% of H)	15%			\$66,270
6	Construction Administration (10% of H)	10%			\$44,180
SUBTOTAL I					\$242,990
J. SUBTOTAL 2 Cost Summary H-I					\$684,790
K. Project Development Contingency					
1	Project Development Contingency (20% of J)				\$136,958
SUBTOTAL K					\$136,958
L. TOTAL PROJECT COST (Project Development Contingency + Subtotal 2)					\$821,748



Voorheesville Complete Streets - Main Street

Aerial of Existing Condition

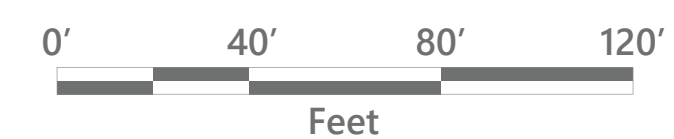
Voorheesville, New York 12186
February 13, 2025



Voorheesville Complete Streets - Main Street

Project Base Plan

Voorheesville, New York 12186
February 13, 2025



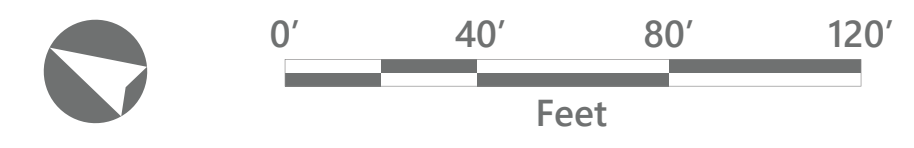


- LEGEND:**
- 1. Wayfinding Signage and Maps
 - 2. Street Trees
 - 3. Pedestrian Scale Lighting
 - 4. Pedestrian Railroad Crossing Gates
 - 5. Gateway Elements
 - 6. On-street Parking
 - 7. Curb Extensions or Bump Outs
 - 8. Relocate Utility Poles for Accessible Route
 - 9. Future Municipal Parking Lot
 - 10. High Visibility Crosswalk and Raised Crosswalk
 - 11. Areas for trash / recycling pickup

Voorheesville Complete Streets - Main Street

Site Plan

Voorheesville, New York 12186
February 13, 2025



The recommendations in this rendering are conceptual in nature and do not commit NYSDOT or Albany County to the proposed design.

PROJECT CONSTRUCTION COST ASSESSMENT: Voorheesville		Document Date: May 29, 2025			
Complete Streets		Drawing Reference: Graphic Site Plan			
South Main Street		Drawing Date: February 13, 2025			
Voorheesville, NY					
1. Costs contained herein are conceptual estimates for discussion and planning purposes. 2. Costs reflected in this evaluation represent 2025 prices. 3. Cost including moving curb edge in select places and adding sidewalk width along east side. 4. Does not include Municipal Parking Lot.					
ITEM NO.	ITEM DESCRIPTION	Quantity	UNIT	UNIT PRICE	TOTAL COST (including profit, labor and overhead)
A. Site Preparation and Coordination					
1	Construction Stakeout	1	LS	\$40,000.00	\$40,000
2	Temporary Traffic Control	1	LS	\$100,000.00	\$100,000
SUBTOTAL A					\$140,000
B. Temporary Facilities					
1	Construction Trailer	12	Month	\$10,000.00	\$120,000
2	Port-a-Potty	2	EA	\$1,000.00	\$2,000
SUBTOTAL B					\$122,000
C. Removals (Includes Hauling Offsite)					
1	Asphalt Sawcut	1,000	LF	\$2.00	\$2,000
2	Pavement Removal (concrete, asphalt, subbase to remain)	600	SY	\$10.00	\$6,000
3	Curb Removal	500	LF	\$10.00	\$5,000
4	Sign Removal	4	EA	\$200.00	\$800
5	Light Standard Removal /with Base	0	EA	\$1,500.00	\$0
6	Tree Removal (less than 8" diameter)	2	EA	\$1,500.00	\$3,000
SUBTOTAL C					\$16,800
D. Pavement					
1	Asphalt pavement system for parking & roadway	400	SY	\$60.00	\$24,000
2	Asphalt pavement system for Sidewalk (south portion)	500	SY	\$60.00	\$30,000
2	Sidewalk concrete pavement system (north portion)	4,000	SF	\$12.00	\$48,000
3	Granite curb	1,000	LF	\$75.00	\$75,000
4	Raised Crosswalk	1	EA	\$5,000.00	\$5,000
5	Pavement Striping (Crosswalks, parking, bicycle lanes)	3,000	LF	\$4.00	\$12,000
SUBTOTAL D					\$194,000
E. Site Amenities					
1	Relocate Power Poles with Light Standard/ Base/ Electrical Service	8	EA	\$10,000.00	\$80,000
2	Traffic Signage	4	EA	\$500.00	\$2,000
3	Bench	2	EA	\$2,000.00	\$4,000
4	New Light Poles	7	EA	\$5,000.00	\$35,000
5	Wayfinding Signage and Maps	1	EA	\$20,000.00	\$20,000
6	RRFB	0	EA	\$10,000.00	\$0
7	Detectable Warning	2	EA	\$1,000.00	\$2,000
SUBTOTAL E					\$143,000
F. Other Elements					
1	Stormwater	1	LS	\$100,000.00	\$100,000
2	Gateway Feature	2	EA	\$10,000.00	\$20,000
3	RR Ped Crossing Gate	2	EA	\$50,000.00	\$100,000
4	Fencing	0	LF	\$100.00	\$0
SUBTOTAL F					\$220,000
G. Site Restoration and Landscaping					
1	Lawn Restoration	1500	SF	\$1.00	\$1,500
2	Street Tree Planting (replacement / mitigation)	4	EA	\$2,000.00	\$8,000
3	Street Tree Planting	16	EA	\$2,000.00	\$32,000
4	Shrubs	0	EA	\$100.00	\$0
SUBTOTAL G					\$41,500
H. SUBTOTAL 1 Cost Summary A-G					\$877,300
I. Contractor Mobilization and General Requirements					
1	Mobilization (5% of H)	5%			\$43,865
2	General requirements (10% of H)	10%			\$87,730
3	Village Administration Assistance (5% of H)	5%			\$43,865
4	Project Design and Engineering (30% of H)	30%			\$263,190
5	Construction Inspection (15% of H)	15%			\$131,595
6	Construction Administration (10% of H)	10%			\$87,730
SUBTOTAL I					\$657,975
J. SUBTOTAL 2 Cost Summary H-I					\$1,535,275
K. Project Development Contingency					
1	Project Development Contingency (20% of J)				\$307,055
SUBTOTAL K					\$307,055
L. TOTAL PROJECT COST (Project Development Contingency + Subtotal 2)					\$1,842,330

Appendix C – Public Engagement Summary and Public Comments

This page intentionally left blank



Throughout the Voorheesville Safe Streets Policy and Plan preparation, there were several opportunities for public participation. Throughout the planning process there has been an online survey, an interactive web map, two public workshops, and a project website that gave members of the public the opportunity to be involved in the process, learn about the project, and provide feedback. Each event and engagement platform has been advertised on www.vvillesafestreeets.com, as well as via flyers posted around the community in high traffic areas, handed out community events like the farmer's market, and shared with local families through the school notification system. Public engagement opportunities were also shared via the village's website, Facebook page, and village wide alert system. Each public participation opportunity is summarized below:

Online Survey

The purpose of this survey was to get feedback on people's personal experiences using the streets and pedestrian/bicycle infrastructure in the village. The survey also asked for feedback on the vision statement as well as the goals and objectives for this policy and plan project. The survey was live for approximately 2 months and 83 respondents took part.

Vision Feedback

Over 90% of respondents supported the proposed vision. Residents express support for the vision, but raise concerns about the language of the statement, specifically the unclear phrase "village-scale stress," and the need for more specific details regarding how to implement a safe and accessible multi-modal transportation network. Several respondents emphasize the need for improved sidewalks, crosswalks, and enforcement of speed limits, particularly near schools and on major thoroughfares. Others voiced concerns about traffic congestion and the impact of new development on existing traffic patterns.

Goals and Objectives Feedback

Over 90% of respondents supported the proposed goals and objectives. The respondents raised concerns about traffic safety, specifically focusing on speeding, pedestrian safety, and inadequate crosswalks. They also expressed concerns about the lack of sidewalks in some areas and the need to address safety issues for cyclists and pedestrians. Several respondents advocated for a comprehensive approach that addresses safety concerns across the entire village, while others suggested specific improvements such as flashing crosswalk signs, speed humps, and bike lanes.

Travel Mode and Usage Feedback

When asked 'how often do you walk to get to or from a destination in the village?', over 60% of responses said a few times a week or daily. When asked 'how often do you bike to or from a destination in the village?', approximately 25% of respondents said a few times a week and 73% said either rarely or never. Over 90% of respondents said they never use public transportation to get to or from a destination in the village. When asked if there is another mode of transportation that respondents use, most responses indicated no but, a handful of responses stated that they or a family member uses a skateboard or a scooter. When asked if respondents would like to see more infrastructure for walking, biking, and other non-vehicular travel, over 85% said yes.

Safety Feedback

When asked about safety related to traffic and transportation, responses highlighted a widespread concern about speeding drivers, especially in areas frequented by pedestrians and children. Residents also voiced concerns about lack of sidewalks and inadequate pedestrian infrastructure, including poorly maintained sidewalks, dangerous crossings, and a lack of clearly marked bike paths. Many responses called for stricter enforcement of traffic laws, specifically highlighting the need to enforce speed limits and address the dangers posed by drivers failing to yield to pedestrians in crosswalks. The responses suggest a desire for more pedestrian-friendly infrastructure to enhance the safety and walkability of the village.

Respondents were asked how safe they felt using various modes of transportation.

- Car – Approximately 60% of respondents feel at least some level of safety.
- Walking on sidewalks – Approximately 50% of respondents feel at least some level of safety.
- Walking on the street – Approximately 70% of respondents feel unsafe or very unsafe.

- Biking on the street – Over 50% of respondents feel unsafe or very unsafe. 41% feel neutral.
- Biking on a bike path – Over 90% of respondents feel some level of safety or neutral.
- Bus or other transit – Approximately 90% of respondents feel either neutral or very safe.
- Mobility devices (wheelchair, canes, walker, etc.) – Approximately 85% of respondents feel unsafe or neutral.
- Other modes (scooter, skateboard, etc.) – Approximately 85% of respondents feel either unsafe or neutral.

Respondents were asked about safety concerns related to children and traffic. They express various concerns regarding children's safety while walking or cycling, including speeding drivers, lack of sidewalks, insufficiently marked crosswalks, distracted drivers, and children's lack of awareness of traffic safety. Several respondents advocate for stricter enforcement of traffic laws, installation of speed cameras, and improved pedestrian infrastructure, highlighting the need to create a safer environment for children in the village.

Respondents were then asked what can be done to make the village's road safer. Residents suggested various solutions, such as lowering speed limits, enforcing traffic laws, adding sidewalks, and installing bike lanes. Some responses also called for increased police presence, better signage, and traffic calming techniques.

Infrastructure and Amenities Feedback

Respondents were asked how important various amenities and infrastructure are for making the village a better place to walk or bike.

- Sidewalks – Over 85% of respondents said they are very important.
- Pedestrian Signals – Over 85% of respondents said they are either important or very important.
- High visibility crosswalks – Over 80% of respondents said they are very important.
- Raised Crosswalks – Approximately 50% of respondents said they are either important or very important.
- Speed humps and speed bumps – Approximately 45% of respondents said they are either important or very important.
- Rectangular Rapid Flashing Beacons (RRFB) at crossings – Over 65% of respondents said they are either important or very important.
- Benches – Over 55% of respondents said they are either important or very important.
- Street trees – Approximately 60% of respondents said they are either important or very important.
- Bike lanes (painted) – Approximately 65% of respondents said they are either important or very important.
- Bike lanes (protected/buffered) – Approximately 48% of respondents said they are either important or very important.

- Bike racks – Approximately 34% of respondents said they are either important or very important, while 43% felt neutral.
- Bike Fix-it stations – Approximately 46% of respondents were neutral, while only 23% said they were either important or very important.
- Maps and wayfinding – Approximately 23% of respondents said they are either important or very.

Respondents were asked about how important certain amenities are for public transit in the village.

- Increased service – Approximately 45% of respondents said this is important or very important.
- Bus shelters without seating – Approximately 21% of respondents said this is important or very important.
- Bus shelters with seating – Approximately 28% of respondents said this is important or very important.
- Street trees – Approximately 50% of respondents said this is important or very important.
- Posted map and schedule – Approximately 45% of respondents said this is important or very important.
- Additional lighting at bus stops – Approximately 43% of respondents said this is important or very important.

Interactive Web Map

This map allowed users to point out locations of concerns and opportunities related to the transportation system within the Village of Voorheesville. To date there have been nine areas of concern pointed out and five areas of opportunity.

Areas of Concern

- South Main Street – three concerns were pointed out in this area.
 - Speeding and Safety Concerns: There's a significant issue with speeding on the streets, with no visible speed limit signs and drivers frequently ignoring stop signs, which raises concerns, especially near the café.
 - Curb Painting for Safety: Painting curbs could help designate driveways and parking areas, reducing blocked driveways and improving safety by encouraging caution for walkers and cyclists on S. Main Street.
 - Crossing Timeliness and Alerts: The larger pedestrian and cyclist crossing takes time to traverse, so it's suggested that bells and lights activate earlier to give ample warning before gates close, ensuring safe passage across the longer distance.
- Altamont Rd.
 - "School Zone" traffic designation for BOTH sides of the Elementary School - Maple Ave/85A is a posted 20mph zone - Altamont Road/156 is not - for the safety of students/staff/visitors this should be addressed

- Voorheesville Ave. RR Crossing
 - Ring bells and light signal lights for longer periods before gates come down to give people and bikes more time to cross tracks.
- Maple Rd./Ave. – 4 concerns were
 - Sidewalk Extension and Safe Crossing: Coordination with the town is needed to extend the sidewalk on the south/east side of Maple Street, along with a safe crossing area, to improve resident access to the rail trail and Hilton Barn.
 - Visibility and Safety at RR Underpass: The crossing from the park at the railroad underpass has limited visibility due to fast-moving cars around the corner and vines covering the arrow sign, creating a safety hazard.
 - Bus Stop Congestion: The bus stop in this area causes congestion and conflicts, particularly in the mornings.
 - Intersection Safety Concerns: The intersections where Voorheesville Ave, 85A, and Stonington meet create challenges for bikers and pedestrians, with frequent near-misses due to the congestion and complex layout of the close intersections.

Areas of Opportunity

- Altamont Rd.
 - Add school zone from VVFD/auxiliary parking to elementary lot and crosswalk signage.
- Maple Ave.
 - Add sidewalk to meet crosswalk on elementary school property and across 85A to Mountainview St.
- Grove St.
 - Rail Trail public parking
- South Main Street
 - Municipal shared parking
 - Ped crossing RR gate and sidewalk connection being added at this location

Public Workshop

The public workshop was held at the Voorheesville Firehouse on October 10th from 4-7 pm. During this event 28 members of the public signed in and took part in the workshop. The workshop had an open house format, in which participants were asked to view boards with some background information on the Voorheesville Safe Streets Policy and Plan as well as some boards asking for feedback on the vision, goals, and



objectives. The boards also asked for feedback on some of the data that had been collected to see if it aligned with the participants own person experience. Finally, there were boards asking about pedestrian and bicycle amenities and where they should be located. Participants could walk around the room at there own pace, viewing the boards and providing feedback and comments as they want. The feedback received from the workshop is summarized below.

Vision Feedback

- Accessibility is important
- Destination for weekend recreation
- Need to consider pedestrians, bikers, runners, mobility aids (walkers, canes, crutches), mobility scooters (electric wheelchairs)
- Consider school bus stops

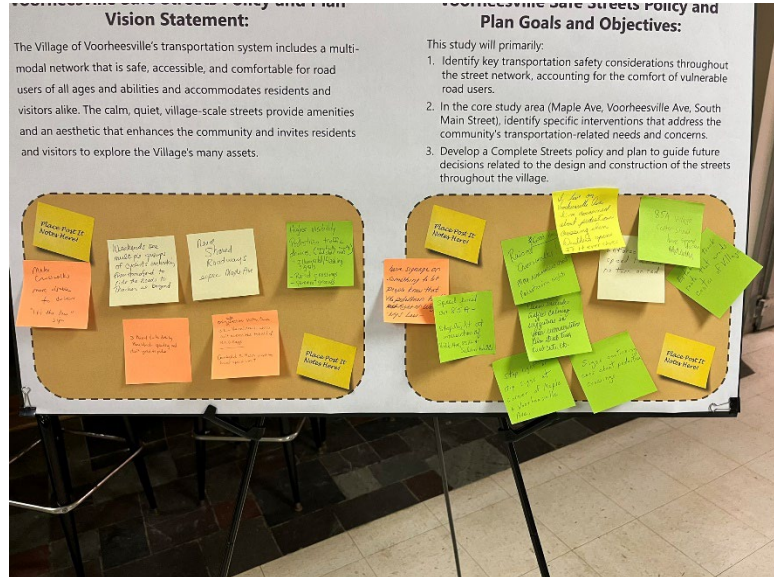
Goals Feedback

- Improve access to rail trail for residents

- Lower vehicle speeds
- Improve freight routes to bypass village center
- Improve pedestrian safety – real and perceived

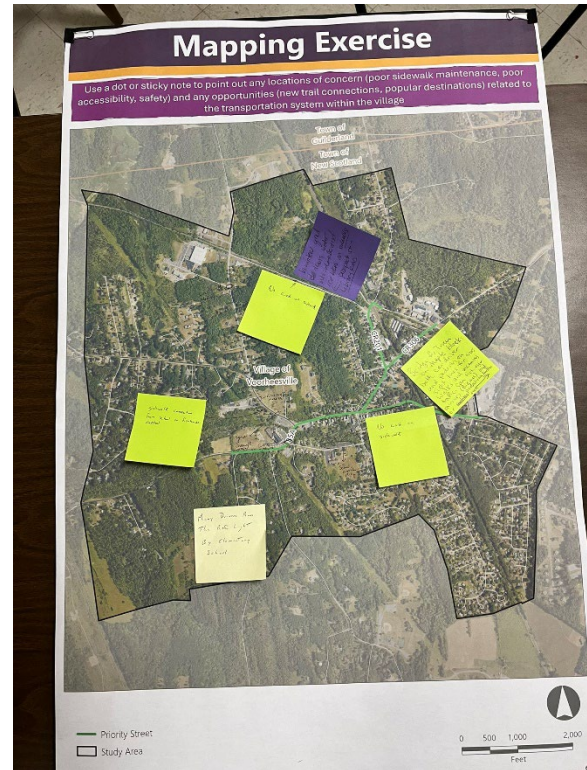
General Concerns

- Pedestrian Safety and Crosswalk Visibility:
 - Crosswalks need better visibility, signage, and enforcement as drivers often fail to yield to pedestrians.
 - Drivers commonly ignore “no turn on red” signs, increasing risks for pedestrians.
- Speeding and Traffic Issues:
 - Speeding is a problem, especially on state and county roads.
 - Heavy trucks passing through the village disrupt its character and pose safety concerns.
- Access to the Rail Trail:
 - Residents lack safe access to the rail trail, particularly crossing NYS-85A from areas like Salem Hills and Scotch Pine.
 - A specific incident involved a child being hit by a car on a bike-to-school day, highlighting the need for safer crossings.
 - Sidewalks near Hotaling Park lack curbs, and obstacles like garbage cans make them unsafe.
- Sidewalk Quality and Infrastructure:
 - Many sidewalks lack curbs, making them feel like an extension of the road rather than a protected pedestrian space.
- School and Community Activity Traffic:
 - The village experiences significant vehicle congestion during school drop-offs, youth sports, and summer programs, needing a traffic management plan.
- Lack of Traffic Enforcement:
 - Residents express concerns about inadequate enforcement of traffic rules throughout the village.
- Impaired Driving Concerns:
 - The increase in bars and restaurants raises concerns about potential drunk driving in the village center.



Location Specific Concerns

- Traffic Congestion and Driver-Conflict with Vulnerable Road Users (VRUs):
 - Traffic backups and conflicts between drivers and pedestrians/cyclists (VRUs) at key intersections like NYS-85A and Voorheesville Ave are prevalent.
 - The opening of new businesses may exacerbate these conflicts, especially at intersections like Voorheesville Ave & S Main Street and NYS-85A & NYS-156.
- Railroad Underpass Safety:
 - Safety and comfort at the railroad underpass remain concerns due to narrow sidewalks and obstacles.
- Quail Run Development:
 - The new development lacks a crosswalk to connect to sidewalks along NYS-85A, affecting pedestrian safety.
- Speeding Issues:
 - Speeding on NYS-85A, especially at the Village Center, and on School Road, poses significant risks.
 - Near-miss incidents are common on NYS-85A due to speeding commuters.
- Blind Crossing at NYS-85A to Nichols Park:
 - Visibility at this crossing is poor, worsened by sunlight during dawn/dusk. Residents suggest removing it if improvements can't be made to avoid giving a false sense of safety.
- Obstructions on Sidewalks:
 - Garbage cans and other barriers on the sidewalk from the railroad underpass to the Salem Hills entrance create challenges for pedestrians.



General Opportunities

- Increase bike lanes and bike routes to the elementary school
- Flashing crossing signals would improve safety
- Adopt automatic ticketing near school and main street
- Add speed bumps/humps in residential neighborhoods

Location Specific Opportunities

- School Zone Expansion and Connectivity:

- Expand the school zone with better signage and plan overflow parking at St. Matthews Church and Tork's Hill to manage increased foot traffic.
- Bike and Pedestrian Improvements:
 - Paint bike boxes at intersections near the elementary school to improve bike safety.
 - Add bike lanes on School Road and South Main Street to connect the rail trail to shops and businesses.
- Traffic Flow Enhancements:
 - Improve traffic flow at the intersection of Voorheesville Ave, NYS-85A, and Stonington Hill Road by considering a traffic light, 4-way stop, or other measures.
- Sidewalk Additions:
 - Add a sidewalk on Mountainview Road to connect Salem Hills to the elementary school for safer walking routes.
 - Add curbing to the sidewalk from the railroad underpass to Salem Hills for better pedestrian safety.
- Gateway and Speed Control:
 - Improve the gateway from the rail trail to Main Street to attract visitors to shops and businesses.
 - Install a speed hump on Locust Ave in the Scotch Pine neighborhood for speed control.

Design and Amenity Feedback

Regional Connectors

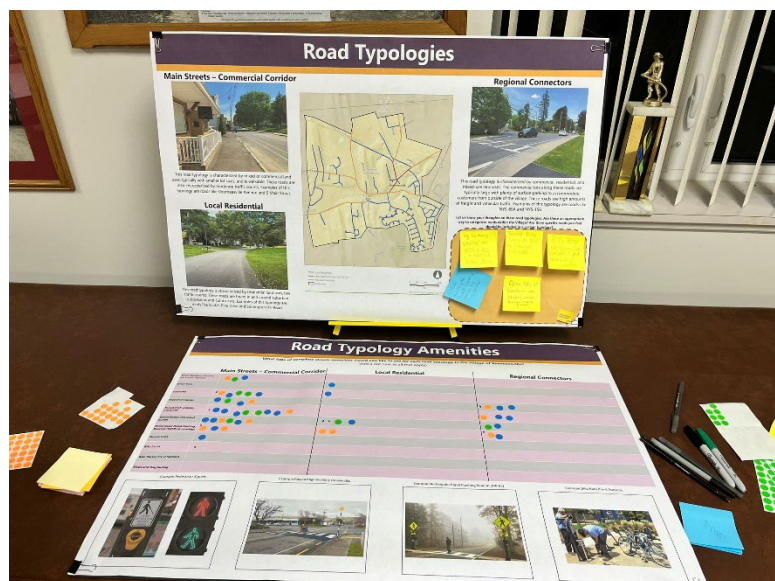
- Pedestrian signals, raised or high visibility crosswalks, RRFB's all very popular
- Some desire for speed humps
- *Not on amenity board* – pedestrian scale lighting was suggested

Main Streets

- Very strong desire for raised or high visibility crossings – clear favorite amenity
- Speed bumps, sidewalks, pedestrian signals, RRFBs popular
- Street trees, bike lanes, street furniture where appropriate

Local roads

- Speed humps most popular request



- RRFB's are favorable
- Some desire street trees, sidewalks where appropriate

Public Workshop #2

The second public workshop was held at the Voorheesville Firehouse on February 24th from 4-7 pm. During this event 22 members of the public signed in and took part in the workshop. The workshop had an open house format, in which participants were asked to view boards with the vision, goals, and objectives for the Voorheesville Safe Streets Policy and Plan as well as boards asking for feedback on the draft Policy, the supplementary Design Guidelines, the Implementation Plan, the three draft concepts as well as the Master Plan, the recommendation, and the typology menu. Participants could walk around the room at their own pace, viewing the boards, asking questions and providing feedback and comments as they want. The feedback received from the workshop is summarized below.

Complete Streets Policy Feedback

- The feedback on the draft policy related to the performance measures section and improving conditions for small-wheeled vehicles like bikes, strollers, and wagons.
- There was also a comment concerning the need for traffic calming measures along School Road.

Supplementary Design Guidelines Feedback

- Comments about the guidelines focused on concerns about the 20-foot parking restriction near crosswalks, they suggest 10-15 feet is sufficient.
- Biking under the 85A bridge is very unsafe and there should be a sign for bikers to dismount and walk their bikes under the bridge.
- Broad support for a 25-mph speed limit village-wide and that stop signs have been an effective way to slow down traffic.
- Painting curbs specific colors to show where parking is allowed.

Implementation Plan Feedback

- Concerns over how the railroad will impact implementation.
- The weight limit signage needs to be improved on Pine Street.
- Concerns over traffic enforcement due to limited enforcement, the village should sponsor more enforcement to ensure implementation goes smoothly.

- The village should also explore putting speed cameras up.

Main Street Concept Feedback

- White lines are needed on both sides of the railroad crossing at Foundry Street.
- There is a dangerous utility pole location on Prospect Street.
- Curbs should be painted for safety, possibly purple.
- Concerns over school bus safety due to drivers not stopping properly; suggestions for cameras and law enforcement.
- Stop lines should be moved at the Main and Voorheesville Ave intersection.



Maple Ave Concept Feedback

- Calls for better crosswalk safety through signage or lights.
- Positive feedback on the new intersection design.
- Adjacent property owners indicated that they want to be involved in the design and implementation process.

85A Curve Concept Feedback

- Suggested changes to the intersection's geometry for better visibility.
- The pedestrian sidewalk under the train bridge needs improvements; CSX is unresponsive.
- Suggestion to collaborate with state elected officials.

Recommendations Feedback

- Strong support for speed cameras at schools.
- Desire for a village-wide 25 mph speed limit, with requests for state and county approval.
- Need for a freight plan to keep trucks off local roads.

Master Plan Feedback

- Over a dozen crosswalks on Maple Ave from Circle to the school highlight pedestrian concerns and how important walking is in the community.

Comment Cards Feedback

- Praise for the planning committee's work but urgent concerns about speeding on School Road.
- Dangerous pedestrian conditions at Pleasant and Center (Bike Café) due to drivers not yielding.
- Unsafe crosswalk at 85A and Salem Hills due to poor visibility and lack of driver compliance; flashing lights recommended.
- General frustration over speeding in the village, particularly from parents worried about their children's safety.

- Proposal for entrance signs reminding drivers that Voorheesville is a pedestrian-friendly community.
- Concerns about winter sidewalk maintenance near the Bike Café and school bus stops, with children slipping and unsafe conditions.

Project Website

A dedicated project website, villesafestreets.com, was used to provide the public with updates and information regarding the project. Website visitors could submit comments and questions, as well as sign up for a mailing list to receive projects updates and announcements via email. A handful of community members asked questions, submitted comments and sent suggestions via the website.

Voorheesville Safe Streets Policy and Plan

HOME ABOUT GET INVOLVED PARTNERS CONTACT US

Interactive Map

Please view this [interactive map](#) to make us aware of any opportunities or concerns regarding Voorheesville Streets.

Public Comments Received

- Concerned with crosswalk safety
- Village needs flashing light crosswalks on the Maple Ave crosswalks. I live at 79 Maple Ave, right at a crosswalk. It is very dangerous to cross. It takes many cars going by before people finally stop. Also with the traffic from Voorheesville Ave turning right on to Maple

Ave, it is very dangerous because they are more concerned with turning and not looking at the crosswalk

- The village should explore lowering the speed limit to 30 mph on Altamont Road beginning at the village border (Koonz Road). Drivers routinely enter the village at an unsafe speed. This is a heavily populated area and the cars need to slow down. While there may have been an increased police presence in the heart of the village, I've never seen police patrolling or monitoring speed on Altamont Road. Thanks!
- The boards from the workshop state the Altamont Road speed limit is 30 mph. That's incorrect, as the speed is not posted as 30 until one reaches the intersection of School Rd. Heading westbound, the speed limit is posted as 40 mph in the vicinity of Plantation Drive -- not at the village boundary. I bring this up because cars drive inappropriately fast (in my opinion, considering it's a residential area) on Altamont Road between School Road and the village line. I was unable to attend the forum, or I would have pointed this out then."
- "My review of the Voorheesville Safe Streets Plan shows our School Road is part of the study area, but not considered a Priority Area.
- Since sidewalks were installed, School Road has had increased pedestrian traffic including daily walkers, joggers, as well as grade school groups making the trek to our library. At the same time the volume of traffic, especially heavy truck traffic has increased. Each day we see 18 wheelers and loaded construction trucks traveling at high rates of speed. Speeding automobiles have been stopped by Sheriff patrols exceeding 60 MPH.
- As a daily walker around Voorheesville, the roads I view as most dangerous are School Road and Maple Ave. While Maple Ave. has a higher level of pedestrian traffic, School Road has vehicles traveling at rates of speed posing a danger to us all.
- I would ask what criteria is being used to name a street a "Priority". I urge the Planning Committee to make School Road a priority."
- My wife and I have lived in Voorheesville, specifically in what was once known as Salem Hills, since Sept. 1, 1969. So this Sept. we will have lived here for 55 years. I have requested that sidewalks be constructed along Stonington Hill Rd. multiple times to multiple Mayors and Village Boards with zero success. I am amazed that no pedestrians have been injured or killed while walking on Stonington Hill Rd. and there are many, many pedestrians as well as bike riders who do so. Hopefully now serious consideration will be given to add a sidewalk along most if not all of Stonington Hill Rd. As an aside, the speed bumps do not really seem to have had much of an effect for those who are determined to speed anyway. We recently attended a ballgame at the Joe and experienced what they have put in place to minimize speeders. Dips in the road were added and one must definitely slow down while crossing the dips. While I'm not saying they should be added to Stonington, you folks should experience the dips unless you have already done so

- Signs and education is needed to encourage people to walk facing traffic where there are no sidewalks. This is safest and NYS law. In Salem Hills, a majority walk with backs to traffic and are unaware of oncoming vehicles.
- I think this is a great opportunity to develop a plan for the entire village - primarily for safety concerns. That said, why wasn't School Road included in the priority study area? It has a high traffic volume - especially heavy trucks; it's the walking route from the Elementary School to the Library; it's on the bike route from the end of the Rail Trail; the speed of traffic greatly exceeds the 30mph limit; and DOT has not update the stats since 2009 - they have the average speed as 29mph! Please reconsider including School Road as a priority area. Thanks
- I find that many people don't know what side of road they should be on, esp walkers with backs to traffic, on phones etc. Maybe some signs like in the town of Bethlehem, "Walk Facing Traffic" would be a good start. There is so much misinformation about this. Another problem is excessive foliage near intersections you just can't see cars or people on bikes coming.
- Signs and education is needed to encourage people to walk facing traffic where there are no sidewalks. This is safest and NYS law. In Salem Hills, a majority walk with backs to traffic and are unaware of oncoming vehicles.
- I believe School Road should be part of this study and not treated as "NOT" a priority. School Road is one of the main through fares through the village for people to work, and on weekends (motorcycles) to Indian Ladder Farms, Thatcher Park and beyond. The traffic is always excessive, and a lot of the traveling is well above 30mph regardless of the electronic signs.
- We are evaluating school bus routes and would like to have an idea of potential changes.
- Vergennes Vt has solar powered, pedestrian activated warning lights that are located at cross walks. Something to be considered for the village
- About the public workshop event: Is this an "open house" type event where you can stop in at any time -- or a structured presentation that begins at 4pm?
- The speed bumps in Salem hills are very difficult to see if you are not familiar with the roads. My mother recently suffered 2 broken femurs and needs to rely on medical transportation to and from appointments and because the drivers are unfamiliar with the area, and the speed bumps are not clearly marked, they are missing them which is very uncomfortable for a person with injuries. In general, these speed bumps should stand out to drivers which will also ensure slower traffic through the development. Thank you!
- Serious consideration should be given to installing a traffic light at the intersection of Voorheesville Avenue and Maple Avenue. There are already significant delays accessing Maple Avenue during rush hours. Also, within the next two months there will two restaurants opening within 1000 feet of that intersection – one with 150 seats and the other with a comparable number.

- All sidewalks should have curbs. A couple of years ago the village installed sidewalks that allowed pedestrians to access the library from the village along Depot Road and Prospect Road. For the most part these sidewalks lack curbs. The experience in walking on these sidewalks is distinctly uncomfortable for me and, I suspect, for others. Thirty mile an hour traffic whizzes by ten feet from pedestrians who are basically walking on glorified shoulders. I rarely use these sidewalks.
- I mentioned in passing the fact that Hotaling Park (corner of Voorheesville Avenue and Maple Avenue) is underused because of its exposure to traffic on both roads. A tree buffer along the edges of the park would likely encourage more use of the park. I didn't know if this was relevant to the Safe Streets project but you mentioned that trees can have a traffic calming effect so it could be worthy of further study. I made such a proposal a few years ago but the previous mayor was not in favor of it because he thought it would interfere with the "iconic" image of Voorheesville.
- As we discussed, the sidewalk under the railroad overpass on Maple Avenue is a disaster waiting to happen. I assume that would be addressed by CSX when the time comes to replace the overpass, which I hope is soon.
- One other thought. It would be good to reinforce the awareness of the New York State bicycle helmet law that requires children under the age of 14 to wear helmets. I think that most do but there are some that don't.
- On February 24 my wife and I attended the Safe Streets open house at the VV Fire House. We found the exhibits to be very professional and informative. The planner (K. Hatch) answered our questions with professionalism and expertise. However, I learned that no serious traffic calming measures were planned for our School Rd. This is disheartening for residents of School Rd. and other village roads experiencing high speed traffic.

Please consider these thoughts:

- 1) As I understand it, the current Elementary School Zone will be extended to the beginning of School Rd. (where it splits with Altamont Rd.). If that is the plan, why not continue the Elementary School Zone to the Library? By extending the school zone to the library, a safer corridor will be created for both adults and children. I have observed numerous teacher/student walking trips from the Elementary School to the Library. The Library continues to be a vital part of the educational system in our community. This would pave the way for the use of Traffic Speed Control Cameras, a proven remedy for speeding.
- 2) Utilizing Traffic Speed Control Camera technology is gaining in popularity to reduce speeding in NYS highway work zones. I have observed such cameras in remote areas of the Thruway (west of Syracuse) and I-87 north of Laclede George. Please include this portable/ mobile technology in your analysis for Voorheesville Safe Streets.

Mayor Straut, I hope you and other key leaders of the Safe Street initiative will give fair consideration to my ideas. I am looking forward to the March 12 work session for further discussion.

Comment Cards from Open House #1

Voorheesville Safe Streets Policy and PLAN



IF YOU HAVE ADDITIONAL FEEDBACK, COMMENTS OR SUGGESTIONS, use the space provided below and on the opposite side. Please leave at the sign-in area. Thank you for participating!

There is NO SAFE WAY for kids in the Scotch Pine neighborhood to get to the Appleblossom neighborhood or into town. A crosswalk from the Scottpine neighborhood to Appleblossom would give families access to the rail trail which is longer but a safer way to get to the school and center of town avoiding going under the bridge. Discontinuing the use of the crosswalk after the bridge would force families to use other safer crosswalks that crosswalk comes on a blind turn into the sunlight while driving coming off of a down hill.

Voorheesville Safe Streets Policy and PLAN



IF YOU HAVE ADDITIONAL FEEDBACK, COMMENTS OR SUGGESTIONS, use the space provided below and on the opposite side. Please leave at the sign-in area. Thank you for participating!

- * South main Street a bike lane that is marked would allow families to safely get from the head of the rail trail into our town to access shops + restaurants as well as the school
- * Locust Ave a speed bump on the lower half of locust half way down the hill would slow down traffic that often goes way too fast

Voorheesville Safe Streets Policy and PLAN



IF YOU HAVE ADDITIONAL FEEDBACK, COMMENTS OR SUGGESTIONS, use the space provided below and on the opposite side. Please leave at the sign-in area. Thank you for participating!

On 85 between the bridge and the entrance to Salem Hills is by far the scariest section of side walk to navigate the side walk is flat to the narrow road making it seem like a car could hit kids at anytime on top of that the garbage cans push pedestrians closer to the road when they are placed on the grass side of the side walk instead of the road side of the side walk being able to find a different spot for the garbage cans would make it much more accessible. Ultimately redoing the side walks so they aren't even with the road would be best case scenario.



IF YOU HAVE ADDITIONAL FEEDBACK, COMMENTS OR SUGGESTIONS, use the space provided below and on the opposite side. Please leave at the sign-in area. Thank you for participating!

Before I moved here in 2011 I was aware of 4 pedestrian deaths in this "quiet" village. None since but very close calls. We are at a critical commuter crossroad. The only way to get to RT 155, one of very few ~~into~~ roads around, passing through Village is necessary. Commuters are always in a rush and human interaction is frequent with drivers.

Finding ways to slow cars and trucks to protect people is essential to Safe Streets.

Comment Cards from Open House #2 (transcribed)

- The planning committee appears to be doing a very comprehensive job. Very knowledgeable too. Please do something about speeding on School Road before someone is killed.
- The intersection for pleasant and center (bike café) is very dangerous for people walking through the crosswalks down there. The cars don't stop at all or they'll stop directly in the crosswalk. People also don't seem to understand how a 4-way intersection and several times I've almost gotten hit there while biking.
- The crosswalk on 85A and Salem Hills is not safe, you have to wait several minutes for cars to finally stop. There needs to be flashing light signs or something to alert drivers that pedestrians are nearby. The entrance/right before the bridge, there is a blind spot and as a driver you can't see people on either side. The sidewalk isn't properly cleared and as a walker you can't walk under the bridge without cars speeding by and the sidewalks are incredibly narrow.
- The speeding and driving through the village has gotten out of hand and as a walker and mother of children who would like some independence, I would like this to be a priority to village, we do not want someone to get hit or hurt unnecessarily.
- A sign at Village entrance point (commuter roads) that reminds people we are a pedestrian community. "Welcome to Voorheesville, a pedestrian-friendly community. Please follow posted speed limits and drive carefully."
- My concern areas are the bike café, my child is a 5th grader and waits for the school bus with other children there. When there is snow and ice, the sidewalks aren't cleaned very well and it can be very dangerous. Several children have slipped and hurt themselves. My other concerns are the crosswalk by the bike café and crosswalk by 85A and Salem Hills. These two crosswalks I've had a few encounters by myself and with my child, drivers aren't considering that they fly right by you. It's very frustrating how unsafe it is. I'd love to let my child to walk to school but won't because of that crosswalk by 85A and Salem Hills.

Public Comments on Draft Policy and Plan

"I would like the village to adopt village wide speed limit of 30mph throughout the village limits, including Altamont Rd (156) to 85A. Heading into the village, the speed limit doesn't drop from 40mph to 30mph until the slip way from 156 to School Rd. I encourage the village to work with NYSDOT and FHWA/USDOT on lowering the speed limit on this state owned/maintained road. A.1007/S.2021A signed in 2022 allows municipalities to reduce speed limits to 25mph. The village should adopt this speed limit on Voorheesville Avenue as well as South Main Street."

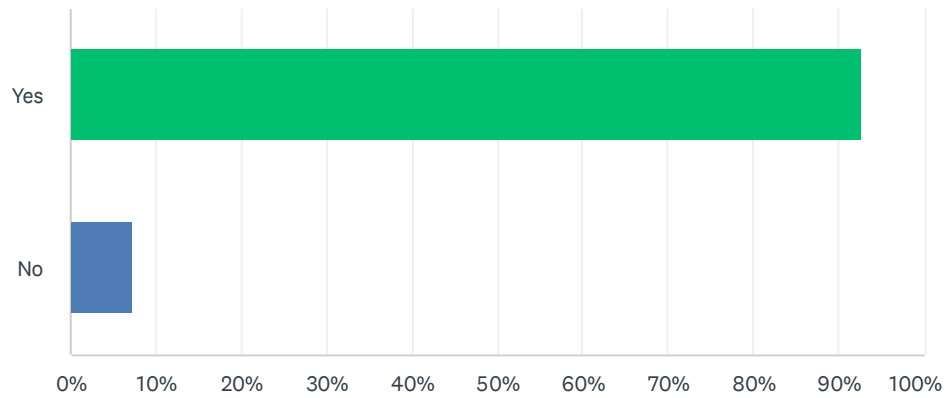
"First, I love the plan for the Stonington Hill Rd intersection. 2nd, there is no plan for the bank of mailboxes on S. Main. That is a problem. We are still rural delivery. Lots of other moving parts but otherwise it looks great as well. I just wish CSX would play ball. Good luck with that one. Also, word of caution, looks like lots of mention of additional signage. Please be aware that placement affects visibility - for pedestrian level eyesight, bicycle levels of eyesight, motorized vehicles levels of eyesight. Also, not mentioned is the drainage and winter condition of the sidewalk on Prospect. It's a real issue. Thanks! I am excited for our future."

"1. Please incorporate regulations for e-bikes and e-scooters. While there are not many, the number is increasing, with most used by minors who look younger than 16 and who frequently drive on sidewalks. NYS regulations restrict use to individuals 16 years old and up, and they cannot be on sidewalks. 2. Promote safe walking with signs and notices instructing pedestrians to walk facing oncoming traffic when not using sidewalks. This is a NYS regulation. In Salem Hills, many individuals and families walk with backs to oncoming cars and are oblivious to vehicles approaching behind them."

Voorheesville Safe Streets Community Survey Results

Q1 Do you support the project's proposed vision statement?

Answered: 83 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	92.77%	77
No	7.23%	6
TOTAL		83

Q2 What are your thoughts, ideas, or concerns about the vision statement?

Answered: 52 Skipped: 36

#	RESPONSES	DATE
1	-	10/27/2024 10:11 AM
2	I'm not sure what exactly the Vision Statement is trying to get across, but I get a sense of its general direction and agree with that. "Multi-modal network?" ... how about "walkways, bike paths and streets," instead. The second sentence has a subject hanging about a thought somewhere, but I'm pretty sure it isn't the word "stress."	10/26/2024 3:02 PM
3	It sounds like a general statement - i.e. confusing enough that nobody can really complain because it is general enough to support.	10/10/2024 2:19 PM
4	Well done with the efforts put forth - hope to see some positive outcome in the future.	10/9/2024 10:15 PM
5	I don't know what a village-scale stress is.	10/8/2024 4:00 PM
6	Looking at the map, it doesn't include residents that aren't designated as blue in my area. Are you not concerned about these residents? Speed on Rte. 156 is 40 but many coming from Altamont go way over the limit. It makes it dangerous to even pull out of driveways on the road. Perhaps law enforcement presence and some speeding tickets would help.	10/7/2024 2:41 PM
7	addressing pedestrian safety, consistency of road speed limits within, and just outside, the village limits	10/7/2024 1:58 PM
8	NYS must do something to help reduce speeding cars and truck on Maple Ave and Maple Rd. Very few cars and trucks go 30 MPH	10/3/2024 2:33 PM
9	I am concerned that those looking for a county highway will continue to behave like they have the right of way.	10/3/2024 9:46 AM
10	With the increase in traffic coming though the Village, the ability to get pedestrians off of the streets will make our neighborhood safer. Adding sidewalk and a crosswalk to Mountainview St will make the use of the extra parking at St Matts for families going to the elementary school functions safer.	9/27/2024 9:08 AM
11	Speed is a major problem. Perhaps, like Albany, we should consider a reduction to 25 mph, and request more enforcement. Hate to say it, but maybe we need to consider a traffic light and / or more stop signs	9/20/2024 11:19 PM
12	If only it was a reality! The main streets at present are hazardous for pedestrians given the speed of traffic and blatant disregard for no tern on red and pedestrian crossings.	9/19/2024 2:16 PM
13	It is good. I agree we could make changes for an even better safer community.	9/18/2024 5:59 AM
14	Increasing pedestrian and biker safety is paramount. Connecting existing sidewalks, paths, trails to each other to maximize potential trips would be beneficial. The roundabout sidewalks that extend to New Scotland are a case in point of where few people use them because they abruptly stop. Its not encouraging to walk that way because of it. Automobile users need a path to home/school/work that is unaffected by grid lock. While we want to encourage walking, the village also needs additional parking options for big events.	9/17/2024 4:17 PM
15	The statement should be more explicit about a vibrant Voorheesville neighborhood outside the target area for sidewalks - North Main up to the village limit which is past West Street. The people in this neighborhood walk and run frequently into town and to the rail trail and it is not safe.	9/17/2024 12:56 PM
16	I am glad they mention all abilities. We have disabled adults and children in this community. One being my own daughter. We live in Salem Hills (further back into the development) and would appreciate sidewalks so that we can access the community that we call home. Walking	9/17/2024 9:41 AM

Voorheesville Safe Streets Community Survey

on roads, even in a development, is unsafe for my child. Sidewalks provide a guide for to be safe with her footing and to be safe from oncoming traffic which she can not navigate. "Safe, accessible..." is key to both drivers and pedestrians alike. We aren't even safe in the crosswalks in some areas!!

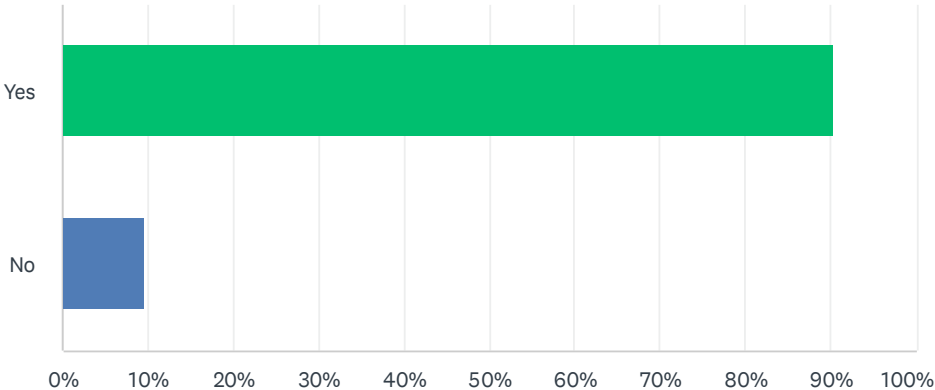
17	Include roads that are partially Town and Voorheesville , e.g. Swift and Crow Ridge Roads	9/11/2024 4:50 PM
18	Statement seems good	9/11/2024 4:25 PM
19	Some additional safe walking would be nice. Also a light at Hannaford, which can be turned off outside of peak traffic hours. There are still accidents happening there.	9/8/2024 12:04 PM
20	Underpass of Maple Ave under railroad is narrow and has poor visibility for bikes. Sidewalk too narrow for bikes. Unsafe and cuts the village in half.	9/4/2024 10:01 PM
21	It's hard to say if I support this since it is very vague.	8/30/2024 10:33 AM
22	Need to mention sidewalk users in addition to road users.	8/28/2024 6:22 PM
23	Bicyclists need to obey traffic laws.	8/23/2024 9:42 PM
24	Enforce the speed limits.	8/23/2024 5:01 PM
25	Excellent - safety should be a priority!	8/22/2024 10:28 PM
26	As someone who walks all over the village daily I have concerns about the crosswalks. While I'm happy to see several throughout the village I believe: 1) there are too many between the underpass on Maple Avenue and Stonington Hill Road. I feel that the one on the southeast side of Stonington is too close to the intersection with Voorheesville Avenue. I also feel that one of the village green crossings could be removed, preferably the one nearest the gazebo. It just seems that having so many in a short span is not necessary or safe. I would like to see the others, especially the one crossing Maple from Jim Nichols park, have an upgrade to an LED light that flashes when someone pushes the button to cross. I've seen so many close calls all around the village and there are so many pedestrians enjoying the walkability of our villages.	8/22/2024 5:29 PM
27	Comfort lacks a meaningful definition. Slow will be comfortable to some and uncomfortable to others. Measurable safety should be the standard.	8/22/2024 3:15 PM
28	Yes, but it should be streets not stress - unless I've misinterpreted something.	8/22/2024 10:44 AM
29	There's a typo: it says stress instead of streets.	8/22/2024 10:15 AM
30	The Safe Streets policy should be inclusive of people of all abilities.	8/21/2024 10:20 PM
31	If quiet is a focus then speed limits should be evaluated with resources made readily available to residents regarding how to raise concerns with limits that should be lowered.	8/21/2024 9:24 PM
32	Do you mean streets, not stress?	8/21/2024 7:46 PM
33	It covers the important stuff. It's sort of a conflict to invite exploration but maintain quiet, no?	8/21/2024 5:44 PM
34	The first sentence is fine. Second needs work. Change "stress" to "emphasis" for clarity. Or just stick with the first. Keep it short, clear.	8/21/2024 4:58 PM
35	What is village scale stress? (See statement above) Anxiety about living in a small place?	8/21/2024 2:46 PM
36	I'd love to see more specifics on what 'multi-modal' includes - walk, bike, automobile too - does that include electric bikes, wheelchairs and other mobility devices like walkers or scooters?	8/21/2024 2:15 PM
37	I have many concerns. Among them: -speeding within the village goes unchecked - need sidewalks from railtrail down North Main until the village line - better sidewalks under the train bridge - clearly makes crosswalks throughout the village - addition of speed bumps near the rail trail and new restaurants	8/21/2024 2:00 PM
38	Quiet...there's a lot of work to do here with the following examples: train sounding horns, gun range shooting all weekend, incessant dog barking with dogs lunging at fences as people walk by. It's a vision, but lots of room to improve from current conditions.	8/21/2024 1:40 PM
39	There is still a concern for me about the heavy truck traffic. Has anyone thought about a truck by-pass around the Village or re-routing trucks so they don't have to use Voorheesville Ave., and parts of Maple Ave. where the residential areas are most dense?	8/21/2024 1:33 PM

Voorheesville Safe Streets Community Survey

40	Possibly more cross walks. And speed cameras.	8/21/2024 12:09 PM
41	What is, "The calm, quiet, village-scale stress provide amenities"?	8/21/2024 12:05 PM
42	Yes! We need walkable streets!	8/21/2024 12:00 PM
43	Please ensure coordination with Albany County re Roads. I highly recommend a traffic circle be developed at Hilton Road and 85a and in front of Hannaford.	8/21/2024 11:35 AM
44	I don't understand what "village-scale stress" means	8/21/2024 11:10 AM
45	I don't think the streets are unsafe. My only concern is under the train overpass on Maple near Hannaford. That does feel a bit unsafe to pass through, and only one side makes it difficult	8/21/2024 11:10 AM
46	There is not enough parking	8/21/2024 11:07 AM
47	we already have significant traffic congestion and back-up in the center of the village due to new housing that has come to the area in the last few years, especially in front of Salem Hills/Voorheesville Ave light area. Lower the speed limit and doing other plans will only make traffic worse in those areas for the residents. It should not take 5 plus minutes to turn out of those roads and at times it does. Please do not add to road congestion with lower speed limits, bike lanes, more crosswalks, ect. The village needs to think about the commuters going to work daily that pay taxes that you want to use for such foolishness.	8/21/2024 11:00 AM
48	Don't forget Altamont Road, School Rd and Maple Ave passing the grade school!	8/21/2024 10:54 AM
49	Good vision statement.	8/21/2024 10:52 AM
50	is it 'village-scale stress' or "village-scale streets' ? Because the first makes NO sense. Proofreading matters.	8/21/2024 10:48 AM
51	More sidewalks needed throughout the entire village would promote healthy living/ walking and safety for our kids.	8/21/2024 10:46 AM
52	Definitely needs to be done. I am very worried about someone getting hit by a car.. Especially in the crosswalk of the rail trail and Pine St.	8/21/2024 10:45 AM

Q3 Do you support the project's proposed goals and objectives?

Answered: 83 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	90.36%	75
No	9.64%	8
TOTAL		83

Q4 What are your thoughts, ideas, or concerns about the proposed goals and objectives?

Answered: 43 Skipped: 45

#	RESPONSES	DATE
1	-	10/27/2024 10:11 AM
2	I'm more concerned about the businesses and anonymous land owners occupying properties on these streets than I have seen expressed thus far in the Safe Streets information I've seen.	10/26/2024 3:02 PM
3	None. Just no orange flags to cross please.	10/10/2024 2:19 PM
4	Suggestion/concern - school zone designation for BOTH sides of the Elementary School - currently only the Maple Ave/85A side has a posted 20mph speed limit - the Altamont Road/156 side does not - signage for the pedestrian crosswalk in this zone would be helpful to alert motorists - with the addition of auxiliary parking at the base of Tork's Hill (opposite Fire Department), greater foot traffic is now present to/from the school by students, parents, and staff.	10/9/2024 10:15 PM
5	I am concerned that this is a multiple level of govt (county, town, village) and that the village alone cannot plan a future without promises from other entities. With regard to street policy; the 'on all night' lights in the parking lot, building, and outside area of the almost eating establishment at Voorheesville and S. Main are excessive and intrusive and detract from the residential quality of the neighborhood. Perhaps automatic shut offs after business hours would be a good addition. It is actually invasive to the homes in the vicinity.	10/8/2024 4:00 PM
6	See above	10/7/2024 2:41 PM
7	while those who live within V'Ville may endorse this plan, a lot of folks drive through during rush hour and for events that require them to drive through V'Ville - how to communicate these goals and policies to them?	10/7/2024 1:58 PM
8	My biggest concern is the speed on Maple Ave and Maple Rd.	10/3/2024 2:33 PM
9	Route 156 next to the school is not considered a school zone. This could be an area worth addressing.	9/30/2024 1:44 PM
10	The area around the elementary would be benefitted by pedestrian and traffic management as a large number of children now bike to and from school.	9/27/2024 9:08 AM
11	We need 3 flashing crossing signs, activated by those trying to cross. 1 at Stoningtonhill & Maple, 1 at Maple & entrance to the park, on the sharp corner and a third at Scotch Pine & Pine st by the bank. Delmar along with many other communities have these.	9/23/2024 11:57 AM
12	I think you have correctly identified the key problem areas.	9/19/2024 2:16 PM
13	My main concern is for the 2 very close intersections at Stoningtonhill, Maple & 85A...It's too hard for young riders/pedestrians to negotiate, especially during what we call the "crazy driver hours"	9/18/2024 5:59 AM
14	The village has done a good job with sidewalks and shoulders but crossing the street remains the most dangerous. The intersection between Maple/vville ave/stonington hill is brutal. So many use 155 or 85A/85 to commute so that section of Maple is their only way home. The areas near the rail trail have gotten better over the years but there are still some concerns. The 4-way stop near bike cafe seems to have made a difference. The speedhumps on Pine street and mountainview both seem effective. I think the village's biggest hurdle is the section of Maple between the elementary school and Hannaford. Its highly travelled and there's no other ways to go around, especially if you're trying to avoid the train crossings.	9/17/2024 4:17 PM
15	Yes, as long as it includes the entire village.	9/17/2024 12:56 PM
16	I would like to be sure that the phrase "vulnerable road users" is a nod to pedestrians. Salem	9/17/2024 9:41 AM

Voorheesville Safe Streets Community Survey

Hills is a large part of the village and needs updating in a couple of key areas. But side walks on the main roads throughout the development (three roads come to mind) and a crossing light at the end of stonington hill to cross maple safely are key to pedestrian safety. As well as a side walk to the elementary school. My children live less than a mile from school and were never able to walk due to no side walks on Mountain View as well. Our school buses are over burdened and a safe and more direct walking route would be a great help to Salem hills families. Walking to and from events at the elementary school can tricky as well. Did I mention sidewalks ;)

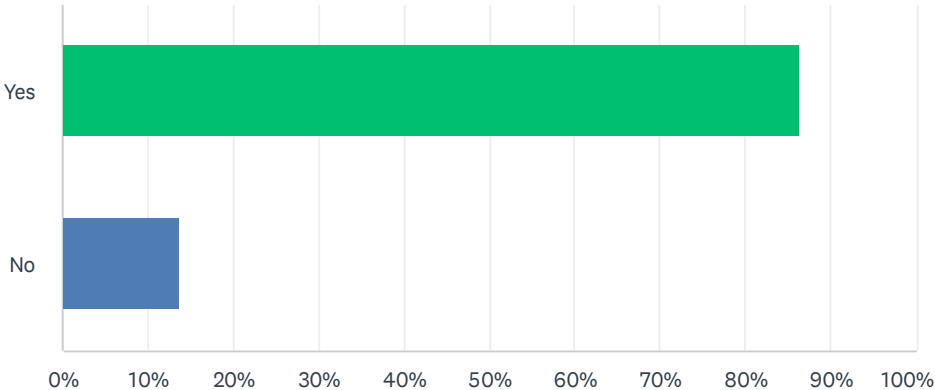
17	Consider all School Bus roads	9/11/2024 4:50 PM
18	A curb on Voorheesville Ave where the newer side walk is. I think this would make it safe to walk. A bike Lane would also be something that would benefit motorists and cyclists.	9/11/2024 4:25 PM
19	Many residents have little kids so please try to think about whether something is safe enough for a family with small children. Physical barriers (a curb at minimum, trees or bollards are better) between traffic and ped/bike lanes. Otherwise one distracted driver can drift off the road and kill someone.	9/4/2024 10:01 PM
20	Again, pretty vague. My concern is the focus will be on pedestrians more than motorists. The volume of traffic has increased significantly in the village, so some of the plans may make it more difficult to drive through the village.	8/30/2024 10:33 AM
21	Need to include School Road as a core area since it has the 2nd highest traffic volume after Maple Ave and the main route for students going to the library.	8/28/2024 6:22 PM
22	Disregard and intentionally disrupt the traffic flow on village roads	8/23/2024 9:42 PM
23	Enforce the crosswalk laws.	8/23/2024 5:01 PM
24	I appreciate the upgrades/additions to the sidewalks so far and look forward to more of them. With the upcoming restaurant openings there is likely to be more pedestrian traffic. Bright street lighting, especially near crosswalks would be helpful.	8/22/2024 5:29 PM
25	Safety of vulnerable road users needs to be the standard. Comfort of the vulnerable will lead to wasted time and money with no real benefit. It will amplify the voices of the people demanding the most unreasonable and restrictive measures.	8/22/2024 3:15 PM
26	Why comfort over safety? Why not both.	8/22/2024 10:44 AM
27	None.	8/22/2024 10:15 AM
28	Maple Road is also in the village and should not be overlooked in this plan. The speed limit is 30 mph, which is RARELY adhered to. The Apple Blossom neighborhood and access to the Rail Trail requires crossing Maple Rd without even a crosswalk. To ensure Safe Streets in the Village, Maple Road should be included in the plan.	8/21/2024 10:20 PM
29	Residents need a basic understanding of traffic and pedestrian laws for the goals and objectives to be effective; which side of the road they should be walking on, who has the right of way, stopping at crosswalks, etc.	8/21/2024 9:24 PM
30	Include vehicle and pedestrian safety in the neighborhoods that touch the core study areas. In particular, please address Salem Hills. For over 30 years, speeding cars has been a problem. The few speed humps and 2 mph signs are inadequate. Signage and education is also needed to urge pedestrians to walk facing oncoming traffic where there is not a sidewalk.	8/21/2024 4:58 PM
31	It's close but I'd like the village to consider adding something about consideration of public transit stops. some stops are not pedestrian nor auto friendly because they are not clearly visible until you are right on top of them.	8/21/2024 2:15 PM
32	You need to include ALL of North Main Street as well. Our part of the village has been ignored and not included since I have lived here...over 20 years! We pay the same in taxes and should have th3 same access as everyone else.	8/21/2024 2:00 PM
33	The bicycle and walking paths are important. I believe that maybe re-routing heavy trucks and having them bypass the Village streets as much as possible should be included.	8/21/2024 1:33 PM
34	Again speed cameras. We have kids and live on maple ave people disregard the speed limit constantly.	8/21/2024 12:09 PM

Voorheesville Safe Streets Community Survey

35	Simple. Should have required developers to provide sidewalks and enough setback for cyclists.	8/21/2024 12:05 PM
36	Safety first but aesthetics are important (but secondary)	8/21/2024 11:35 AM
37	Sidewalk on Mountainview Street	8/21/2024 11:10 AM
38	Seems largely unnecessary except in the area I mentioned under the train overpass	8/21/2024 11:10 AM
39	The signs at the crosswalks clearly say within the crosswalk. That does not mean on the sidewalk or on the side of the road. My concern is there's going to be accidents. Someone could get hit which is already happened and then a car could be rear-ended. I believe this needs to be more concise and clear for Drivers and pedestrians. I'll be walking my dog standing at the side of the road (not in the crosswalk) and a car in one lane will stop and the cat in the other lane will go by.. And I'm not in the crosswalk. It's really annoying to me.	8/21/2024 11:07 AM
40	Our streets are not safe people drive way too fast on maple Ave and do not stop at the identified crosswalks . I have almost been hit multiple times while walking with my baby when one person stops and the person coming the other direction does not.	8/21/2024 10:58 AM
41	It should include ALL of the main roads in the Village.	8/21/2024 10:54 AM
42	Extend sidewalk on Voorheesville ave towards 155	8/21/2024 10:52 AM
43	Core study area needs to be expanded to include Swift and Crow Ridge Rds that are within village	8/21/2024 10:46 AM

Q5 Are you a Village of Voorheesville resident?

Answered: 88 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	86.36%	76
No	13.64%	12
TOTAL		88

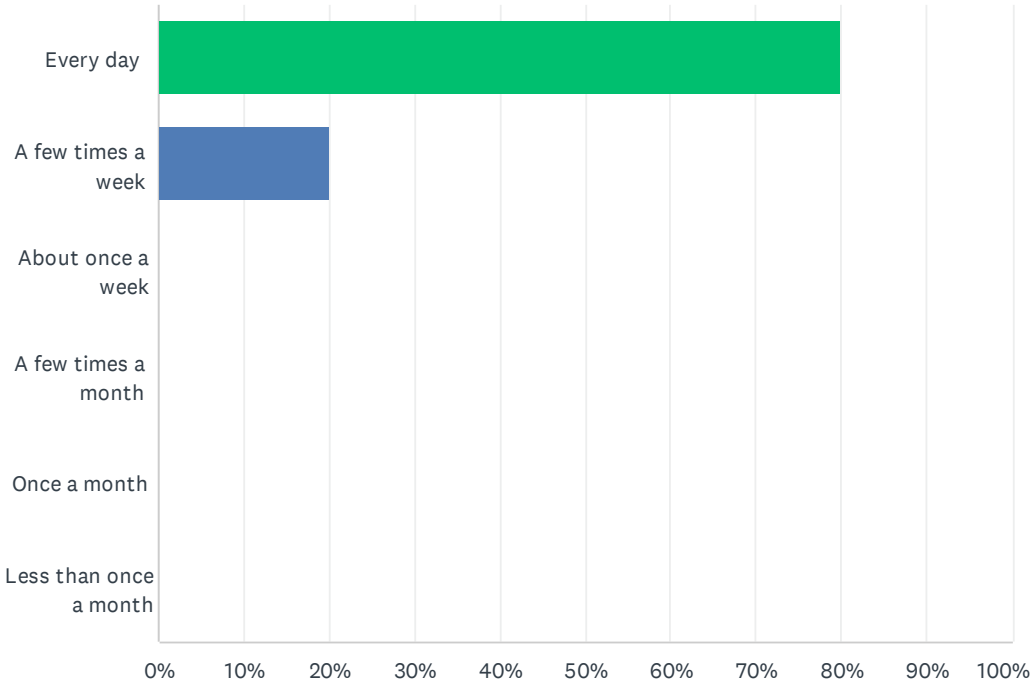
Q6 Where are you traveling from to get to the Village?

Answered: 10 Skipped: 78

#	RESPONSES	DATE
1	Just outside village in town of new scotland on way out to Indian Ladder Farms	10/7/2024 2:00 PM
2	From Appleblossom Ln just east of the circle	10/3/2024 2:34 PM
3	Albany Country Club area	9/30/2024 1:44 PM
4	Altamont Rd	9/27/2024 9:09 AM
5	Rotterdam	9/20/2024 11:20 PM
6	New Scotland/Guilderland	9/17/2024 4:17 PM
7	Town of New Scotlanf	9/11/2024 4:51 PM
8	Hilton Rd	8/21/2024 2:30 PM
9	We live just off New Scotland Rd. Our kids are in the school district.	8/21/2024 12:01 PM
10	just outside of it , since the village didn't want to make my development part of the village.	8/21/2024 10:49 AM

Q7 How frequently do you visit the village?

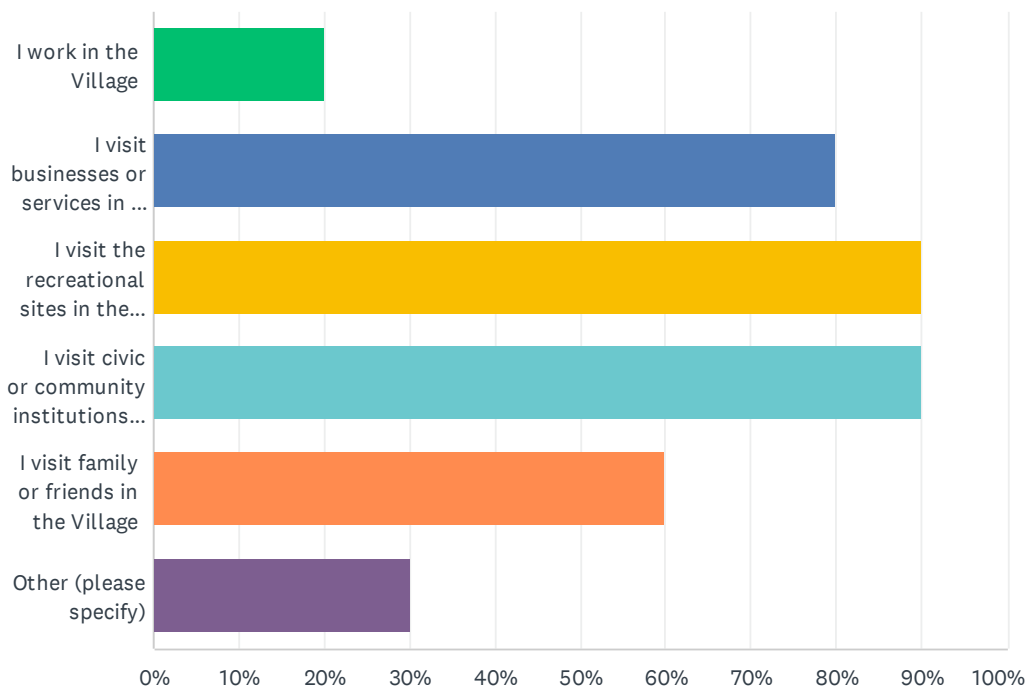
Answered: 10 Skipped: 78



ANSWER CHOICES	RESPONSES	
Every day	80.00%	8
A few times a week	20.00%	2
About once a week	0.00%	0
A few times a month	0.00%	0
Once a month	0.00%	0
Less than once a month	0.00%	0
TOTAL		10

Q8 Why do you typically visit the village? (check all that apply)

Answered: 10 Skipped: 78



ANSWER CHOICES	RESPONSES
I work in the Village	20.00% 2
I visit businesses or services in the Village (laundromat, restaurants, etc.)	80.00% 8
I visit the recreational sites in the Village (parks, bike trail, etc.)	90.00% 9
I visit civic or community institutions in the Village (church, library, Village Hall, etc.)	90.00% 9
I visit family or friends in the Village	60.00% 6
Other (please specify)	30.00% 3
Total Respondents: 10	

#	OTHER (PLEASE SPECIFY)	DATE
1	I commute to work through the village. Kids went to school in Vville (now in college)	10/7/2024 2:00 PM
2	I walk to the market and rail trail	8/21/2024 2:30 PM
3	I live in the community but not within the village lines	8/21/2024 10:49 AM

Q9 What neighborhood do you live in?

Answered: 65 Skipped: 23

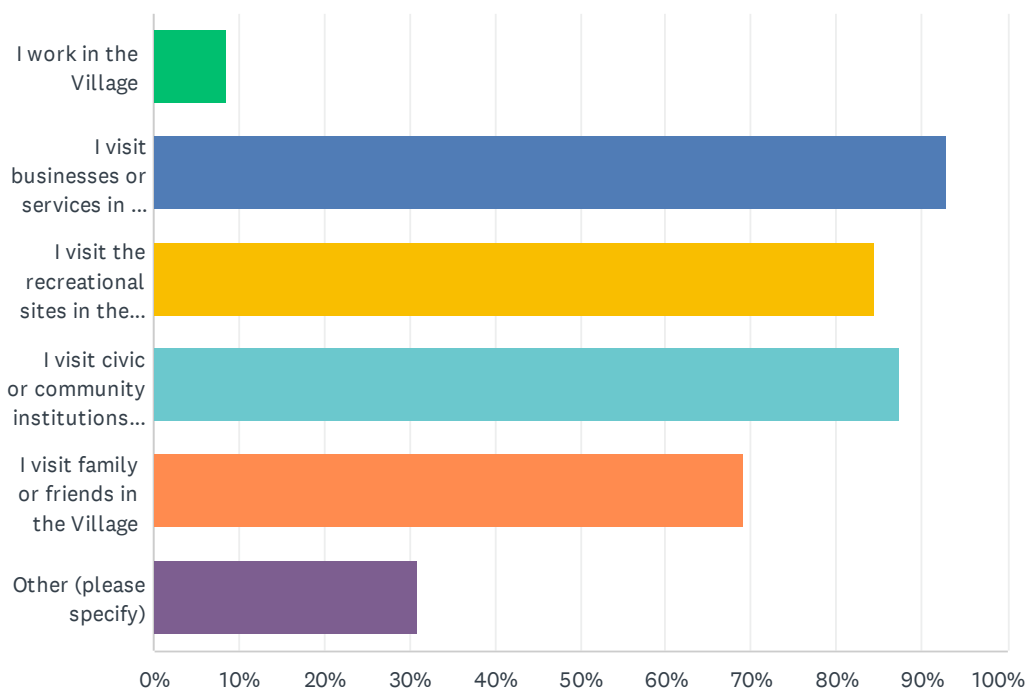
#	RESPONSES	DATE
1	Voorheesville Avenue	10/26/2024 3:02 PM
2	Scotch Pine	10/10/2024 2:19 PM
3	156 toward Altamont	10/9/2024 10:16 PM
4	31 S. Main St	10/8/2024 4:00 PM
5	Rte. 156 within the village	10/7/2024 2:42 PM
6	Salem Hills	10/3/2024 9:47 AM
7	Salem Hills	9/23/2024 11:58 AM
8	Maple Avenue area	9/19/2024 2:17 PM
9	Salem Hills	9/18/2024 6:00 AM
10	Swift Road	9/17/2024 6:19 PM
11	Off South Main Street.	9/17/2024 12:57 PM
12	Salem Hills	9/17/2024 9:42 AM
13	Voorheesville Ave	9/11/2024 4:26 PM
14	West St	9/8/2024 12:05 PM
15	Salem Hills	9/4/2024 10:02 PM
16	Along project route on Maple Ave	9/2/2024 10:07 PM
17	Salem Hills	9/1/2024 8:10 AM
18	School Road	8/28/2024 6:23 PM
19	Salem Hills	8/25/2024 9:55 AM
20	Main st	8/23/2024 9:43 PM
21	School Road	8/23/2024 5:02 PM
22	Salem Hills	8/22/2024 10:29 PM
23	Salem Hills	8/22/2024 7:11 PM
24	Salem Hills	8/22/2024 5:29 PM
25	scotchpine	8/22/2024 3:16 PM
26	? I live on Voorheesville Ave. aka Main St.	8/22/2024 10:46 AM
27	Pleasant street	8/22/2024 10:15 AM
28	Scotch Pine	8/22/2024 7:56 AM
29	Border of the Scotch Pine neighborhood	8/21/2024 10:21 PM
30	Voorheesville, Altamont Road	8/21/2024 10:00 PM
31	N/A	8/21/2024 9:25 PM
32	Off of Altamont Road	8/21/2024 9:09 PM
33	Pine Street neighborhood	8/21/2024 8:35 PM

Voorheesville Safe Streets Community Survey

34	Salem Hills	8/21/2024 7:46 PM
35	Scotch Pine	8/21/2024 7:11 PM
36	Maple Ave	8/21/2024 6:57 PM
37	Village	8/21/2024 5:45 PM
38	Altamont Road	8/21/2024 5:14 PM
39	Salem Hills	8/21/2024 4:59 PM
40	Scotch pine	8/21/2024 4:45 PM
41	Scotch Pine	8/21/2024 2:47 PM
42	Voorheesville Avenue	8/21/2024 2:37 PM
43	Scotch Pine	8/21/2024 2:27 PM
44	North Main Street and West Street	8/21/2024 2:01 PM
45	Kling	8/21/2024 1:40 PM
46	Scotch Pine	8/21/2024 1:39 PM
47	Severson Manor	8/21/2024 1:35 PM
48	Old Village	8/21/2024 1:26 PM
49	Altamont Road/Kling Ter	8/21/2024 1:14 PM
50	Salem Hills	8/21/2024 1:05 PM
51	Pleasant street	8/21/2024 12:18 PM
52	Maple ave	8/21/2024 12:10 PM
53	Salem Hills	8/21/2024 11:21 AM
54	Circle	8/21/2024 11:11 AM
55	Mountainview	8/21/2024 11:10 AM
56	S. Main St. and please call at S. Main St. there is no street in Voorheesville with the name of Main Street	8/21/2024 11:08 AM
57	Salem hills	8/21/2024 11:06 AM
58	Salem Hills	8/21/2024 11:02 AM
59	Voorheesville	8/21/2024 10:58 AM
60	Altamont Road	8/21/2024 10:56 AM
61	Voorheesville Ave	8/21/2024 10:53 AM
62	Crow Ridge	8/21/2024 10:47 AM
63	Mountainview St	8/21/2024 10:46 AM
64	Village	8/21/2024 10:46 AM
65	dd	8/5/2024 4:12 PM

Q10 Why do you travel in the Village (check all that apply)

Answered: 71 Skipped: 17



ANSWER CHOICES	RESPONSES
I work in the Village	8.45% 6
I visit businesses or services in the Village (laundromat, restaurants, etc.)	92.96% 66
I visit the recreational sites in the Village (parks, bike trail, etc.)	84.51% 60
I visit civic or community institutions in the Village (church, library, Village Hall, etc.)	87.32% 62
I visit family or friends in the Village	69.01% 49
Other (please specify)	30.99% 22
Total Respondents: 71	

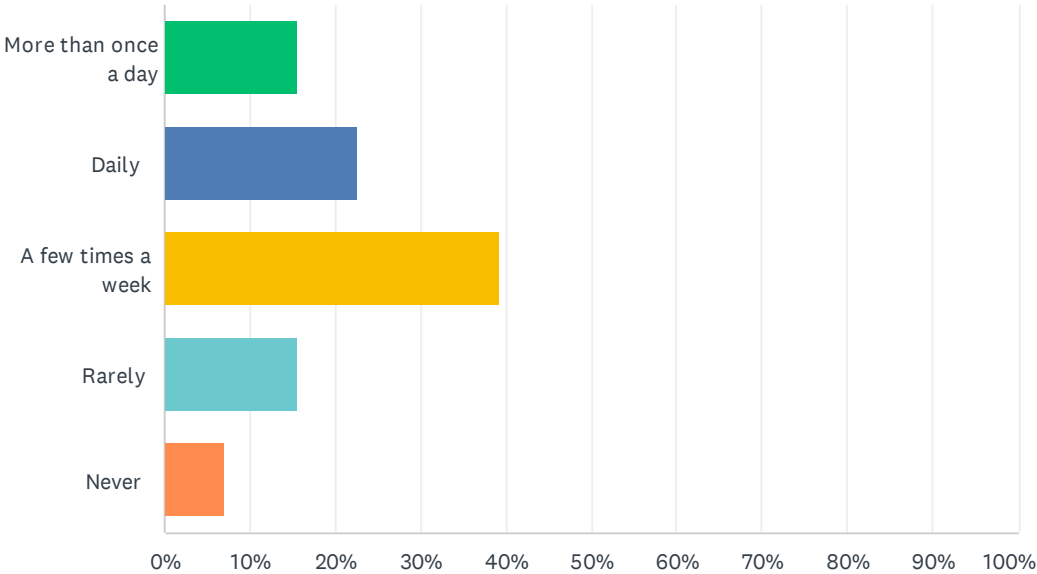
#	OTHER (PLEASE SPECIFY)	DATE
1	I also work several days a week outside of the Village.	10/26/2024 3:02 PM
2	Child attends the Elementary School	10/9/2024 10:16 PM
3	Recreational and exercise	9/19/2024 2:17 PM
4	I walk for pleasure in the village.	9/17/2024 12:57 PM
5	I live here and we need to do better.	9/17/2024 9:42 AM
6	How about a bike lane on Maple, Voorheesville and Main Sts?	9/8/2024 12:05 PM
7	Commuting in/out	9/4/2024 10:02 PM
8	I live in the village	8/23/2024 9:43 PM

Voorheesville Safe Streets Community Survey

9	I live here.	8/23/2024 5:02 PM
10	I live in the village.	8/21/2024 7:46 PM
11	I live in the Village	8/21/2024 5:45 PM
12	My wife and I live here	8/21/2024 4:59 PM
13	Walk to Farmer's Market and look forward to Pine Street sidewalks to walk to Hannaford.	8/21/2024 2:37 PM
14	I run throughout the village 3-5 times per week	8/21/2024 2:01 PM
15	It is environmentally conscious to walk than travel by automobiles.	8/21/2024 1:35 PM
16	I live in the village.	8/21/2024 12:10 PM
17	grocery shopping, walking my children, going to the coffee shops	8/21/2024 11:21 AM
18	I live In the Village	8/21/2024 11:08 AM
19	Resident	8/21/2024 11:06 AM
20	Since there is only one main route to get in and out of the village, I have to travel these roads daily to just exist in the village.	8/21/2024 11:02 AM
21	I travel thru to leave the Village	8/21/2024 10:56 AM
22	Walk the sidewalk 3 mile loop	8/21/2024 10:53 AM

Q11 How often do you walk to get to or from a destination in the Village?

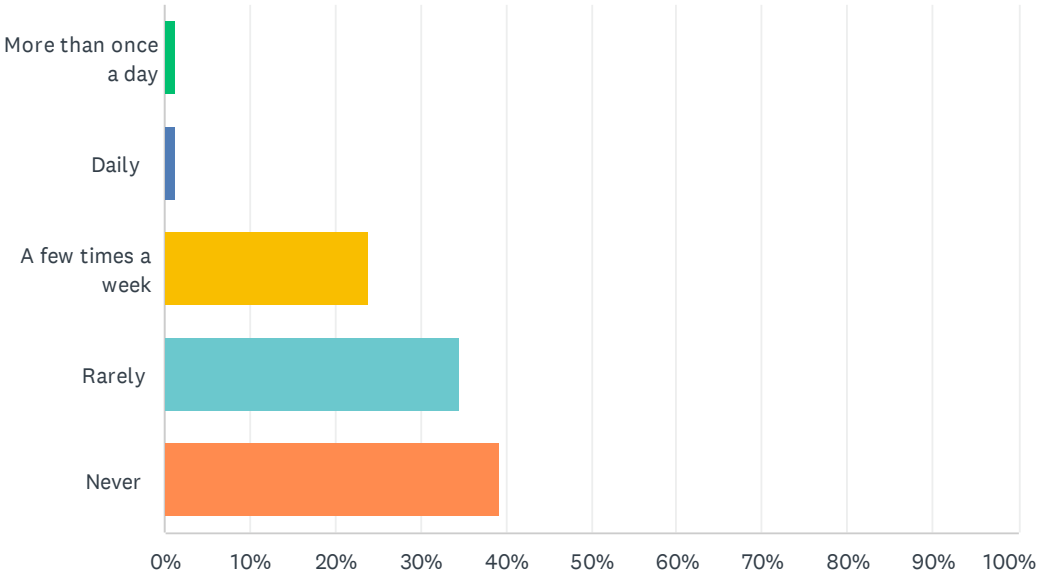
Answered: 84 Skipped: 4



ANSWER CHOICES	RESPONSES	
More than once a day	15.48%	13
Daily	22.62%	19
A few times a week	39.29%	33
Rarely	15.48%	13
Never	7.14%	6
TOTAL		84

Q12 How often do you bike to get to or from a destination in the Village?

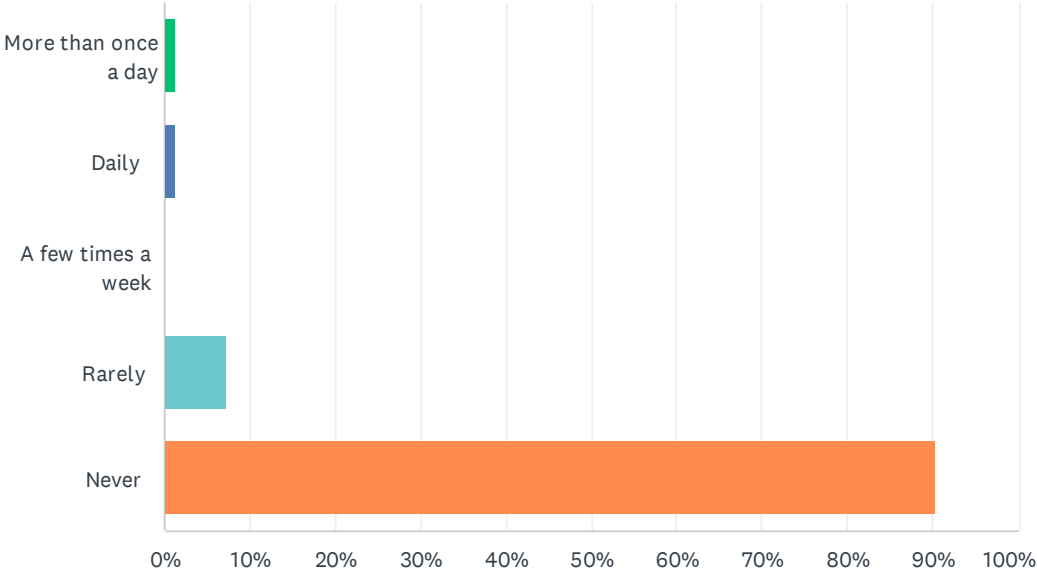
Answered: 84 Skipped: 4



ANSWER CHOICES	RESPONSES	
More than once a day	1.19%	1
Daily	1.19%	1
A few times a week	23.81%	20
Rarely	34.52%	29
Never	39.29%	33
TOTAL		84

Q13 How often do you use public transportation to get to or from a destination in the Village?

Answered: 83 Skipped: 5



ANSWER CHOICES	RESPONSES	
More than once a day	1.20%	1
Daily	1.20%	1
A few times a week	0.00%	0
Rarely	7.23%	6
Never	90.36%	75
TOTAL		83

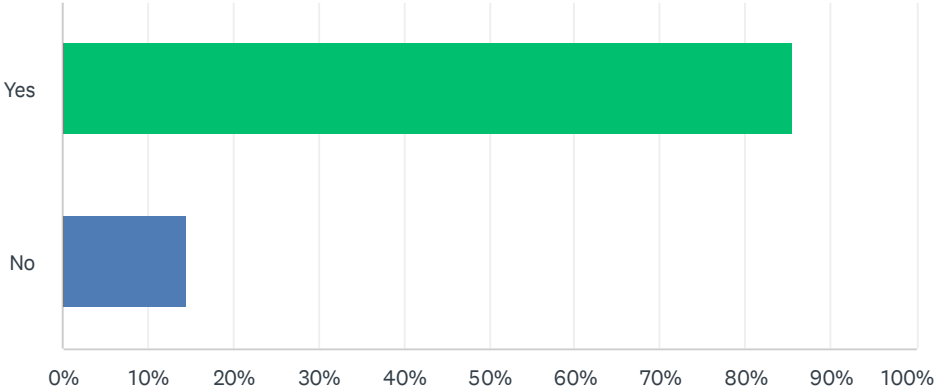
Q14 Is there another mode of transportation you sometimes use to get around that is not a car, walking, biking, or transit? (Ex: skateboards, scooters, etc.)

Answered: 28 Skipped: 60

#	RESPONSES	DATE
1	no	10/26/2024 3:02 PM
2	No	10/10/2024 2:20 PM
3	Skateboard!	10/9/2024 10:17 PM
4	no	10/8/2024 4:01 PM
5	No	10/7/2024 2:42 PM
6	no	10/3/2024 2:34 PM
7	Walking and biking	10/3/2024 9:48 AM
8	No	9/20/2024 11:21 PM
9	son uses school bus	9/18/2024 6:01 AM
10	No because I don't find it enjoyable dodging speeding cars.	9/17/2024 9:43 AM
11	no	8/22/2024 3:17 PM
12	No	8/22/2024 10:53 AM
13	No.	8/22/2024 10:15 AM
14	Scooters	8/21/2024 9:25 PM
15	The children scooter.	8/21/2024 7:47 PM
16	The biking question - rarely could be weekly, no? Family members use skateboards	8/21/2024 5:47 PM
17	I would use this if we had it. If a grant opportunity comes up, I'd love to see a local Village & Town of New Scotland Trolley loop (could be a wheelchair accessible mini van) to connect businesses, village and town parks as well as library. I understand funding could be tricky but worth considering for the future of the community.	8/21/2024 2:38 PM
18	Personal vehicle	8/21/2024 2:31 PM
19	Running	8/21/2024 2:02 PM
20	Walking, biking	8/21/2024 1:36 PM
21	No.	8/21/2024 12:05 PM
22	N/A	8/21/2024 11:22 AM
23	No	8/21/2024 11:12 AM
24	Walking	8/21/2024 11:09 AM
25	No	8/21/2024 10:57 AM
26	No	8/21/2024 10:53 AM
27	no	8/21/2024 10:49 AM
28	Not safe to walk- no sidewalks on my road- speeding cars	8/21/2024 10:48 AM

Q15 Would you like to see more infrastructure for walking, biking, and other non-vehicular travel in the Village?

Answered: 83 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	85.54%	71
No	14.46%	12
TOTAL		83

Q16 What safety concerns do you have related to traffic and transportation in the Village?

Answered: 67 Skipped: 21

#	RESPONSES	DATE
1	1. speeders 2. ignoring obvious opportunities to make high traffic areas more walkable. Fun fact: If it wasn't for the one bank property immediately to the east of the Hannaford parking lot, there would be no dedicated pedestrian (or bike, even) access to the parking lot to get to the grocery store and the other businesses located there. Why isn't there a short sidewalk at the west end of the Hannaford mall property allowing pedestrians access from Maple Ave to the parking lot. The proposed Pine St. sidewalks will be an immense help, but there also needs to be a sidewalk adjacent to the driveway entrance. Before this Safe Streets Community study proceeds any further, please have every employee of the Village (and also its land use and planning committees) try waiting for a bus in front of the Hannaford on a snowy day.	10/26/2024 3:14 PM
2	Speeding drivers	10/10/2024 2:20 PM
3	85% of drivers using the rotary do not yield when entering The stop sign at the corner of Voorheesville Ave & 85A, turning right, heading toward the traffic light/Elementary, is rarely observed... rolling stop at best 30mph Village speed limit is rarely observed - especially on the main roads - 85A & 156 - during peak commuting times coming past the Fire Department & Tork's Hill, drivers are well into 45/50mph range... through what should be a 20mph School Zone NY State Police and Albany County Sheriff presence to enforce any of these issues is rare/infrequent at best	10/9/2024 10:53 PM
4	The speed at which cars race up and down South Main St is terrible. The stop signs help somewhat but people see that stretch of open road and seem to think it means step on it! It happens all too often.	10/8/2024 4:02 PM
5	See above comments	10/7/2024 2:44 PM
6	as previously mentioned, speeding and inconsistent speed limits on similar roads. sidewalk additions great, but those of us just outside village don't have. safety near schools a must	10/7/2024 2:03 PM
7	Trying to cross both Maple Ave and Maple Rd which I must do to walk to the village. Also people are not stopping at crosswalks	10/3/2024 2:39 PM
8	Cars not yielding to pedestrians in the crosswalk (including the on the side).	10/3/2024 9:56 AM
9	The rail bridge on Maple - sidewalks are too narrow and in poor condition.	9/27/2024 9:14 AM
10	Cross walks need flashing signage.	9/23/2024 11:59 AM
11	Heavier truck traffic and commuter traffic. Poor line of sight at some intersections.	9/20/2024 11:27 PM
12	Cars traveling over speed limit. Cars ignoring no turn on red signs Cars ignoring pedestrian cross walks Trucks with heavy equipment traveling through village Bike riders ignoring traffic rules	9/19/2024 2:26 PM
13	again the stoningtonhill rd intersection with 85A and Maple South	9/18/2024 6:04 AM
14	There's just a lot of people out and if we want to encourage more of a "village feel" we need redesign some of the roads, crossings, and encourage motorists to slow down. Give walkers/riders signed, dedicated, well lit crossings.	9/17/2024 4:20 PM
15	People Driving above the speed limit Crossing from the rail trail parking lot to the rail trail on grove street. Crossing Voorheesville Avenue on the rail trail is treacherous. Bike path should have rules clearly marked and there should be a speed maximum for those traveling at high rates of speed when the trail is busy	9/17/2024 1:03 PM
16	As I mentioned previously, Salem hills needs more sidewalk. Mountainview needs a sidewalk. We need a light to cross at stonington and maple. Not just for pedestrians but traffic there can	9/17/2024 9:48 AM

Voorheesville Safe Streets Community Survey

	be very unsafe even in a car.	
17	Speeders go unchecked	9/11/2024 4:55 PM
18	Cyclists should know that they are considered vehicles and you are not required to yield for them in the cross walk at the rail trail crossings unless they dismount and walk their bikes across the road. Many time cyclists have speed through the crossing and almost get hit/cause an accident. It is hard to see a bike going 30mph and you can't see far down the rail trail while driving. There should be a stop sign for cyclists. Cars speeding in Voorheesville Ave is also a big problem for us. Especially with no curbs on the sidewalks.	9/11/2024 4:39 PM
19	Maple st railroad underpass is too narrow for a bike. Altamont rd sidewalk is not adequately protected from the road (a distracted driver could drift into the sidewalk).	9/4/2024 10:06 PM
20	Some high volume roads, such as Maple Ave near the RR underpass, have limited space and vehicles that move quicker than is ideal. Speed on the main thoroughfares in the village is concerning for any foot/bike/etc travel.	9/2/2024 10:15 PM
21	increased traffic volume	8/30/2024 10:36 AM
22	Excessive speed and number of large commercial vehicles.	8/28/2024 6:29 PM
23	Not enough sidewalks	8/25/2024 9:57 AM
24	I would like to see the sheriffs department enforce traffic laws on bicycles	8/23/2024 9:49 PM
25	People drive way too fast on School Road and they do not stop at crosswalks.	8/23/2024 5:04 PM
26	Speed Poor shoulders Lack of bicycle friendly driver education	8/23/2024 12:01 PM
27	Crosswalks are dangerous as drivers are going too fast to stop. Altamont Road should have a lower speed limit. All roads to Elementary school should have sidewalks	8/22/2024 10:32 PM
28	Lack of sidewalks	8/22/2024 7:14 PM
29	Crosswalks, per my previous answer. Also, speed enforcement. It's discussed ad nauseum and I know there are limited resources. However, as someone who spends literally hours a day walking around the village I see almost constant speeding. I've also seen more near accidents than I can count due to people speeding and/or staring at their cell phones.	8/22/2024 5:36 PM
30	Drivers in a hurry to get through town ignore existing speed limits and tailgate cars going to slow. There is no bypass around the congested areas in the village to re-route drivers merely going through the village.	8/22/2024 3:22 PM
31	People in cars don't pay enough attention to the rights of pedestrians in designated crosswalks.	8/22/2024 10:56 AM
32	People don't stop at the crosswalks on maple Ave, especially the one going from Nichols Park across maple Ave by the underpass. People drive way too fast. Crossing at hotaling Park from the park across maple Ave by the gazebo has limited visibility for oncoming traffic.	8/22/2024 10:20 AM
33	Walking under the railroad behind is terrifying. The traffic is very close. I would not want my child walking under it.	8/22/2024 8:00 AM
34	Speeding and lack of crosswalks, speed humps	8/21/2024 10:25 PM
35	Speeding and travelers ignoring stop signs and pedestrians	8/21/2024 10:08 PM
36	There are roads with side walks and too high of speed limits, and there are basic traffic and pedestrian laws that the majority of residents fail to follow	8/21/2024 9:29 PM
37	People going too fast, no sidewalks in some places, people not obeying crosswalk rules and the tight squeeze under the underpass.	8/21/2024 9:12 PM
38	Cars often speed on village streets. Sidewalk project will improve safety of those walking.	8/21/2024 8:41 PM
39	Pedestrians are a danger to vehicles driving on the streets. There need to be safe accessible and well maintained sidewalks in all areas of the village. This includes under the train overpass in maple avenue, which is too narrow to accommodate two vehicles and pedestrians or bicyclists. Traffic in maple avenue moves way too fast / speeds and the sheriff's office does not enforce the traffic rules. Consider raised pedestrian walkways on maple avenue or	8/21/2024 7:53 PM

Voorheesville Safe Streets Community Survey

designated raised crossing areas. Vehicles traveling through Salem hills go far too fast past the speed hump just before Severson Hill Rd.

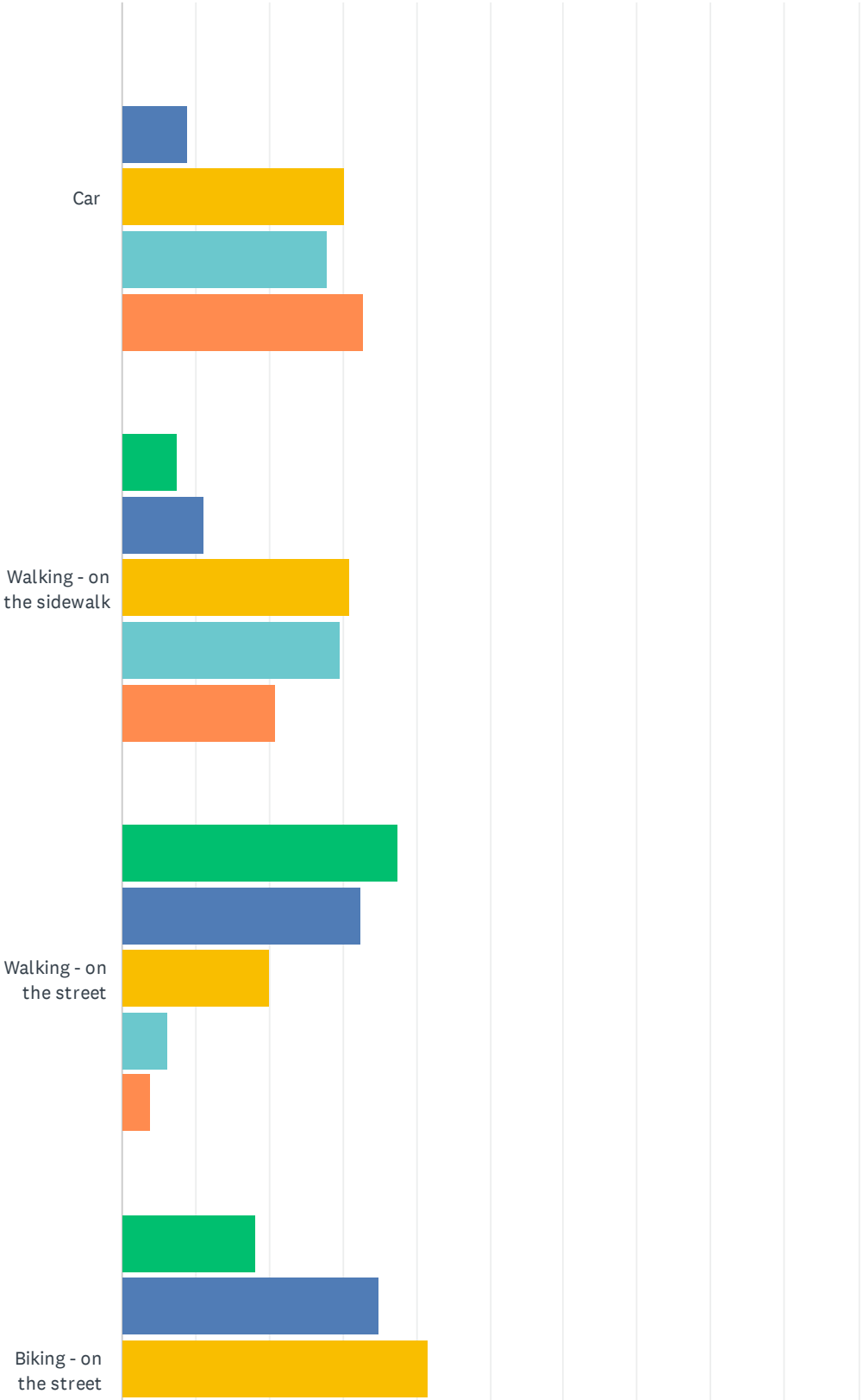
40	Update truck signs for railroad bridge that is over 60 years old. Direct them to turn on Voorheesville Ave. Stop speeding on Maple Ave even by police before someone is killed crossing the street.	8/21/2024 7:05 PM
41	So many cars on the road.	8/21/2024 5:47 PM
42	The sidewalk/roadway under the railroad bridge is too narrow. There are quite a few blindspots when using some of the crosswalks.	8/21/2024 5:17 PM
43	Vehicles that speed and ignore crosswalks.	8/21/2024 5:03 PM
44	Speeding and no crosswalk on maple where you cross to get onto rail trail from Apple blossom road	8/21/2024 4:47 PM
45	Heavy commercial vehicles and heavy trucks should be re-routed around the Village to eliminate noise and save on our street repairs.	8/21/2024 3:08 PM
46	Speeding, poor visibility for drivers to see where pedestrians are (curves roads and buss stop blind spots). Poor visibility for pedestrians to see when vehicles are coming. Could some strategic fish eye mirrors perhaps help with this for pedestrians. Can the pedestrian crossings be equipped with a button press flashing amber signal with the button by the cross walk but the the flashing signal is further ahead so cars have time to see AND slow down?	8/21/2024 2:58 PM
47	Crosswalks are not recognized by vehicles	8/21/2024 2:34 PM
48	Stop signs are rarely adhered to	8/21/2024 2:29 PM
49	-Side walk for residents on North Main Street - poorly lit areas on village streets - cars speeding - cars not minding cross walks - difficulty turning on to Maple Ave at both Pine Street and the entrance to Salem Hills (when the Tavern and Romos open it will be impossible!)	8/21/2024 2:05 PM
50	Sight lines at corners, traffic control at intersections. Crosswalks need more control.	8/21/2024 1:45 PM
51	Intersection near the town square becomes very busy during rush hour. Flashing cross walk lights and potentially a red light instead of a stop sign should be considered	8/21/2024 1:42 PM
52	Speeding on Altamont Road is out of control. Speed limit should be lowered, and there should be enforcement.	8/21/2024 1:16 PM
53	Drivers not yielding to pedestrians Speeding	8/21/2024 1:07 PM
54	Cars not abiding by the new 4 way stop.	8/21/2024 12:25 PM
55	Young kids and the speeding cars is a bad combo. Also the under pass for the rail bridge is in need of repair.	8/21/2024 12:17 PM
56	Inform pedestrians how to walk on sidewalks, what crosswalks are and how to use them; inform bicyclists of applicable V&T laws.	8/21/2024 12:08 PM
57	Intersection of Hilton Road and 85 a dangerous. Some horrible accident will happen there at some point unless a roundabout is developed there. People drove too fast along that street by Hilton Road. A round about in front of Hannaford would also be positive	8/21/2024 11:39 AM
58	The sidewalk concretes are broken at places, sidewalks sometimes end in the middle of the street (like on Stonington Rd) and then we have to cross the street to the other side to continue. The sidewalks under the rail bridge are full of rock chips from the bridge.	8/21/2024 11:25 AM
59	Speeding under the bridge and the curve right after it; the crosswalk in that area is in a dangerous place too - cars coming from the Hannaford side can't see people crossing;	8/21/2024 11:16 AM
60	Like I previously stated. Period you stop when someone is within the crosswalk not on the side of the road and we need more parking. Also speed bumps on S. Main St. people drive up and down is if it were a drag strip	8/21/2024 11:14 AM
61	None	8/21/2024 11:12 AM
62	Increasing traffic and the safety of our children and youth walking and biking.	8/21/2024 11:02 AM
63	Intersection at maple and Voorheesville ave seems dangerous	8/21/2024 10:55 AM

Voorheesville Safe Streets Community Survey

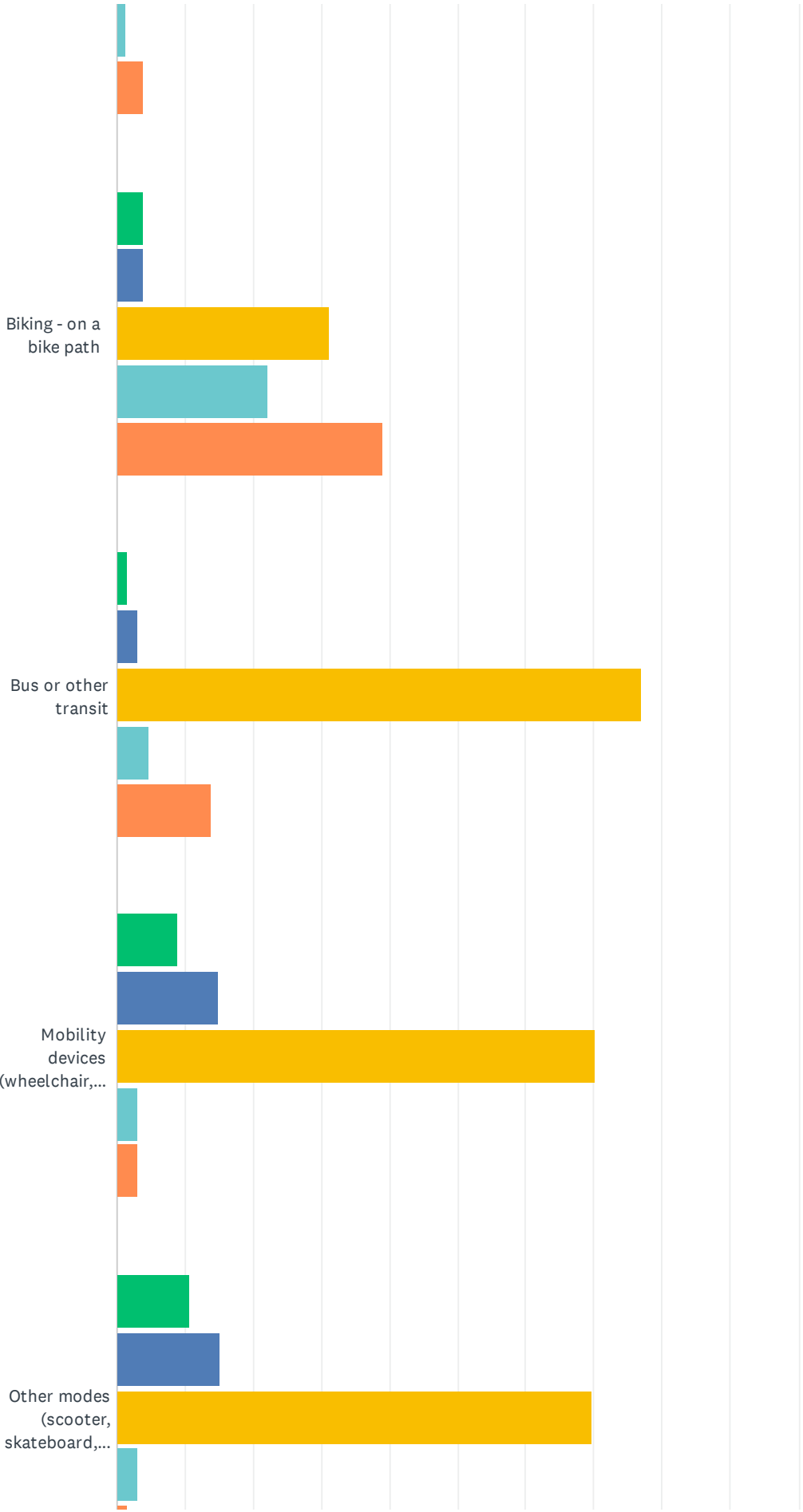
64	the roads are not large enough to be honest . If two cars of any size , and the sizes of them are getting larger , they can just about get through in many areas .	8/21/2024 10:51 AM
65	Not enough sidewalks- need to be throughout village	8/21/2024 10:51 AM
66	Crosswalks are not safe. Esp voorheesville ave rail trail. The hill causes a blind spot when coming near crosswalk. The small trees on crosswalk block visual of someone approaching the crosswalk as well. The signs and warnings for pedestrians crossing is awful. Should be some kind of sign in the middle of the lanes/crosswalk to force drivers to slow down.	8/21/2024 10:51 AM
67	Speeding. Not stopping for pedestrians in walkways	8/21/2024 10:49 AM

Q17 How safe do you feel using the following modes of transportation in the Village?

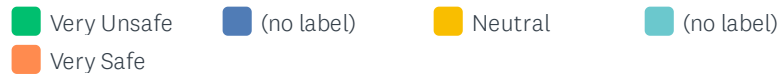
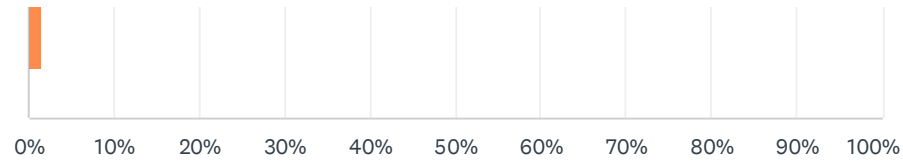
Answered: 82 Skipped: 6



Voorheesville Safe Streets Community Survey



Voorheesville Safe Streets Community Survey



	VERY UNSAFE	(NO LABEL)	NEUTRAL	(NO LABEL)	VERY SAFE	TOTAL
Car	0.00% 0	8.86% 7	30.38% 24	27.85% 22	32.91% 26	79
Walking - on the sidewalk	7.41% 6	11.11% 9	30.86% 25	29.63% 24	20.99% 17	81
Walking - on the street	37.50% 30	32.50% 26	20.00% 16	6.25% 5	3.75% 3	80
Biking - on the street	18.18% 14	35.06% 27	41.56% 32	1.30% 1	3.90% 3	77
Biking - on a bike path	3.90% 3	3.90% 3	31.17% 24	22.08% 17	38.96% 30	77
Bus or other transit	1.54% 1	3.08% 2	76.92% 50	4.62% 3	13.85% 9	65
Mobility devices (wheelchair, canes, walker, etc.)	8.96% 6	14.93% 10	70.15% 47	2.99% 2	2.99% 2	67
Other modes (scooter, skateboard, etc.)	10.61% 7	15.15% 10	69.70% 46	3.03% 2	1.52% 1	66

Q18 Do you have any specific concerns related to children and traffic safety in the Village?

Answered: 55 Skipped: 33

#	RESPONSES	DATE
1	-	10/27/2024 10:13 AM
2	None that the Village leaders aren't aware of already. Esp. Maple Ave. railroad underpass for pedestrians calls out for more radical treatment. Weren't there buckets with crossing paddles attached to posts there for pedestrians to use? Those got drivers' attention.	10/26/2024 3:14 PM
3	Speeders	10/10/2024 2:20 PM
4	Children, technology, and traffic safety - many times kids are glued to their phone, walking/riding along... not aware of their surroundings and the traffic they will encounter - so many near miss incidents in the Village of this nature High school students as new drivers on 85A between the elementary and high school - many times passed on a double yellow line in a 40mph zone by a high school student at 70+mph... they go home after class and race back for sports in the afternoon Better communication with children of all ages regarding their actions and traffic safety - starts at home from parents/guardians, as well as the community/school	10/9/2024 10:53 PM
5	I see kids on bikes not noticing as they cross driveways on S. Main. I also feel strongly that the RR crossing at N/S Main needs to be addressed. The warnings are not long enough to get through that very long and dangerous crossing for children on bicycles. Also the roads are not striped to see well at night.	10/8/2024 4:02 PM
6	kids on bikes without helmets & just in general, having to use crosswalks while on bikes. crosswalk near rr bridge underpass	10/7/2024 2:03 PM
7	People usually don't stop at the crosswalks. I was stopped at light by Elem. school on 10/1 going east and when the light turned green, the car in back of me passed me	10/3/2024 2:39 PM
8	I don't always feel safe walking or biking, so it makes me extra nervous for children.	10/3/2024 9:56 AM
9	Route 156 is not a school zone. The crosswalk near the elementary school is in an odd location.	9/30/2024 1:55 PM
10	Children need to be able to ride bikes on the sidewalks or in a specified lane safe from vehicles.	9/27/2024 9:14 AM
11	I think children bike less than they used to but mine have felt unsafe at age 9-13 in the main intersections in the village	9/18/2024 6:04 AM
12	I (incorrectly) addressed that previously in the form.	9/17/2024 4:20 PM
13	No	9/17/2024 1:03 PM
14	Safely walking to and from the elementary school should include sidewalks due to unsafe drivers.	9/17/2024 9:48 AM
15	Nothing specific to children	9/11/2024 4:39 PM
16	Need physical barriers between cars and other forms of transit to protect against distracted drivers who don't see you or aren't paying attention.	9/4/2024 10:06 PM
17	With the level of distraction and speed- children are particularly susceptible to being involved in accidents. Many vehicles do not respect the existing crosswalks around the parks.	9/2/2024 10:15 PM
18	no	8/30/2024 10:36 AM
19	Children walking on School Road given the speed and type of vehicles.	8/28/2024 6:29 PM
20	Cars going too fast & not stopping at stop signs (especially corner of new tavern/cafe)	8/25/2024 9:57 AM

Voorheesville Safe Streets Community Survey

21	The teenagers ride 4 wheelers , scooters ,bikes and skateboards I. The middle of the roads. With no helmets	8/23/2024 9:49 PM
22	Drivers do not stop for pedestrians or cyclists at crosswalks. Maple, Voorheesville, Stonington roads intersection is a nightmare. Driver behavior prevent kids being allowed to bike in village.	8/23/2024 12:01 PM
23	Mountainview Street should have a sidewalk to get children safely to school.	8/22/2024 10:32 PM
24	General knowledge of the correct side to walk or bike	8/22/2024 7:14 PM
25	We have no sidewalks in our neighborhood and most children do not follow the safety rules of walking on the left facing traffic.	8/22/2024 3:22 PM
26	Speed, and children riding their bikes on the sidewalk.	8/22/2024 10:20 AM
27	Some of the sidewalks have warped. They are difficult for kids on scooters or skateboards. We could also use more crosswalks.	8/22/2024 8:00 AM
28	see my note about Maple Road	8/21/2024 10:25 PM
29	Yes. I stopped my vehicle at the crosswalk in front of the elementary school on Alt. Rd to let kids and families cross and had someone pass me on the double yellow after they honked at me. But often times people do pass me for doing the speed limit on the double yellow on Altamont road. Where it is 30 mph people often want to go 40 and once it changes to 40 they think it's an okay to do 50. Also, kids and families and neighbors should feel safe to cross on our crosswalks. And it's hard to pull out of hannaforde because travelers from the circle are often speeding. Speed limits in the town and village need to be enforced.	8/21/2024 10:08 PM
30	The speeding and reckless driving is a concern. I would like more visible crosswalk signage as the placement of the majority of the crosswalks are difficult for cars to see when there is a pedestrian.	8/21/2024 9:29 PM
31	Same concerns as mentioned above.	8/21/2024 9:12 PM
32	Sidewalk project should reduce concerns	8/21/2024 8:41 PM
33	Unsafe for children to traverse village alone.	8/21/2024 7:53 PM
34	See concerns above	8/21/2024 7:05 PM
35	Teach them to walk facing oncoming traffic.	8/21/2024 5:03 PM
36	Lots of construction vehicles have sped through scotch pine neighborhood lately where many children are outside playing	8/21/2024 4:47 PM
37	Children should be taught which sides of the road to walk on and which sides to ride bikes on. Also, children should know the rules of the road for bicycling.	8/21/2024 3:08 PM
38	Traffic by the elementary school could use a prominent signal of "slow to 20" during school hours. Consider also a 'no right on red option before and after school at house that map to drop off and pick up times.	8/21/2024 2:58 PM
39	No	8/21/2024 2:29 PM
40	Children who live on North Main can not access the village due to lack of sidewalks	8/21/2024 2:05 PM
41	Sidewalks are great but having to cross streets to stay on the sidewalk makes me feel sidewalks are unusable for my kids	8/21/2024 1:45 PM
42	The helmet requirement for bicyclists under the age of 15 should be better enforced.	8/21/2024 1:30 PM
43	Honestly the main village is great other than the older sidewalks but the speed of the traffic is well above 30mph. there seems to be no deterrent for drivers. I know the sheriffs have other places to check but I really think speed cameras would help create a safer environment and bring in taxes for our village.	8/21/2024 12:17 PM
44	Parents. Absent or inattentive parents...	8/21/2024 12:08 PM
45	Yes, people do not stop for pedestrians at crosswalks near village green. I think a roundabout plan should be developed for the village at multiple points	8/21/2024 11:39 AM
46	I appreciate that there was a crossing guard for the elementary school. Please continue to	8/21/2024 11:16 AM

Voorheesville Safe Streets Community Survey

	provide	
47	Cars drive way too fast on S. Main St. we need speed bumps	8/21/2024 11:14 AM
48	No	8/21/2024 11:04 AM
49	Above	8/21/2024 11:02 AM
50	Yes, I feel I cannot allow my daughter to cross at the identified crosswalks as nobody follows the stoping and fear her being hit	8/21/2024 11:00 AM
51	Crosswalks are not paid attention to by motorists.	8/21/2024 10:59 AM
52	Safer pedestrian crossings by parks	8/21/2024 10:55 AM
53	no	8/21/2024 10:51 AM
54	Yes there need to be sidewalks in vicinity of elementary school	8/21/2024 10:51 AM
55	Lots of children on pine street. The speed bumps still don't slow drivers down.	8/21/2024 10:51 AM

Q19 What can be done to make the Village's roads safer for all users (drivers, walkers, bicyclists, transit riders, etc.)?

Answered: 68 Skipped: 20

#	RESPONSES	DATE
1	-	10/27/2024 10:13 AM
2	Have police actually enforce speed limits (on other roads beside Depot Road coming into town past the library) and no parking restrictions. The sheriff's deputies have a bias against regular citizens in favor of people who live in their McMansions.	10/26/2024 3:14 PM
3	Not sure. Orange flags were not it.	10/10/2024 2:20 PM
4	With the influx of development in the area, the Village is a gateway for a lot of transient traffic - passing through to access neighboring towns - coming in from interstate 87 or 90 - all commercial traffic - work vans, box trucks, tri-axle dump trucks, etc - none reside here - simply put, drive like you live here - Respect our Village and its residents - easier said than done, how can this be communicated?	10/9/2024 10:53 PM
5	Reduce the speed limit and enforce it. Speed humps would help with this are residents have been told out right that there are not enough sheriffs to cover the area properly.	10/8/2024 4:02 PM
6	more signage like what people have put up about slowing down and safety for kids. More "state law" to stop for pedestrians - and a light pedestrians can push to get a stoplight. maybe stoplight at the intersection by the church?	10/7/2024 2:03 PM
7	Get more sheriffs to patrol, Maybe some kind of flashing lights when a person is waiting to use a crosswalk	10/3/2024 2:39 PM
8	The lack of bike lanes is problematic. The crosswalks could have button-controlled flashing lights and maybe yellow and red painted crosswalks. So often, during busier times, we stand waiting for a car to yield. My drivers just want to fly through Maple Ave and do not want to be slowed down for village life.	10/3/2024 9:56 AM
9	More police presence. There are too many crosswalks on Maple Ave. Motorists have too many close locations and pedestrians to observe from all directions. Funnel sidewalks to one crossing with appropriate signage.	9/27/2024 9:14 AM
10	Reduce speed limits and enforcement. More stop signs. Paint sidewalk curbs for visibility	9/20/2024 11:27 PM
11	Stricter enforcement of traffic laws including on cell phone use. Courtesy reminders at pedestrian crossings Speed limit reminders Traffic calming techniques Stop signs at busy intersections. Trucks the require trucks to go around the village	9/19/2024 2:26 PM
12	rotary would be hard to negotiate and implement at 85A/Maple/Stonington -consult a civil engineer? Lights for pedestrians to push?	9/18/2024 6:04 AM
13	I (incorrectly) addressed that previously in the form.	9/17/2024 4:20 PM
14	Better signage at certain crosswalks, especially Voorheesville ave at the rail trail. For example, allowing pedestrians to push a button and activate flashing lights, etc. Also the four way in the middle of the village stop needs a warning sign in advance from several directions. Many are missing it.	9/17/2024 1:03 PM
15	I have already mention...traffic light and the end on stonington hill and sidewalks need locations.	9/17/2024 9:48 AM
16	Time for a traffic light at Voorheesville Ave and Maple Ave.	9/16/2024 9:27 PM
17	Review and adjust speed limits. Law enforcement	9/11/2024 4:55 PM
18	Curb for sidewalks on Voorheesville Ave Bike lanes Stop signs for bikes on the rail trail when approaching the Voorheesville Ave crossing	9/11/2024 4:39 PM

Voorheesville Safe Streets Community Survey

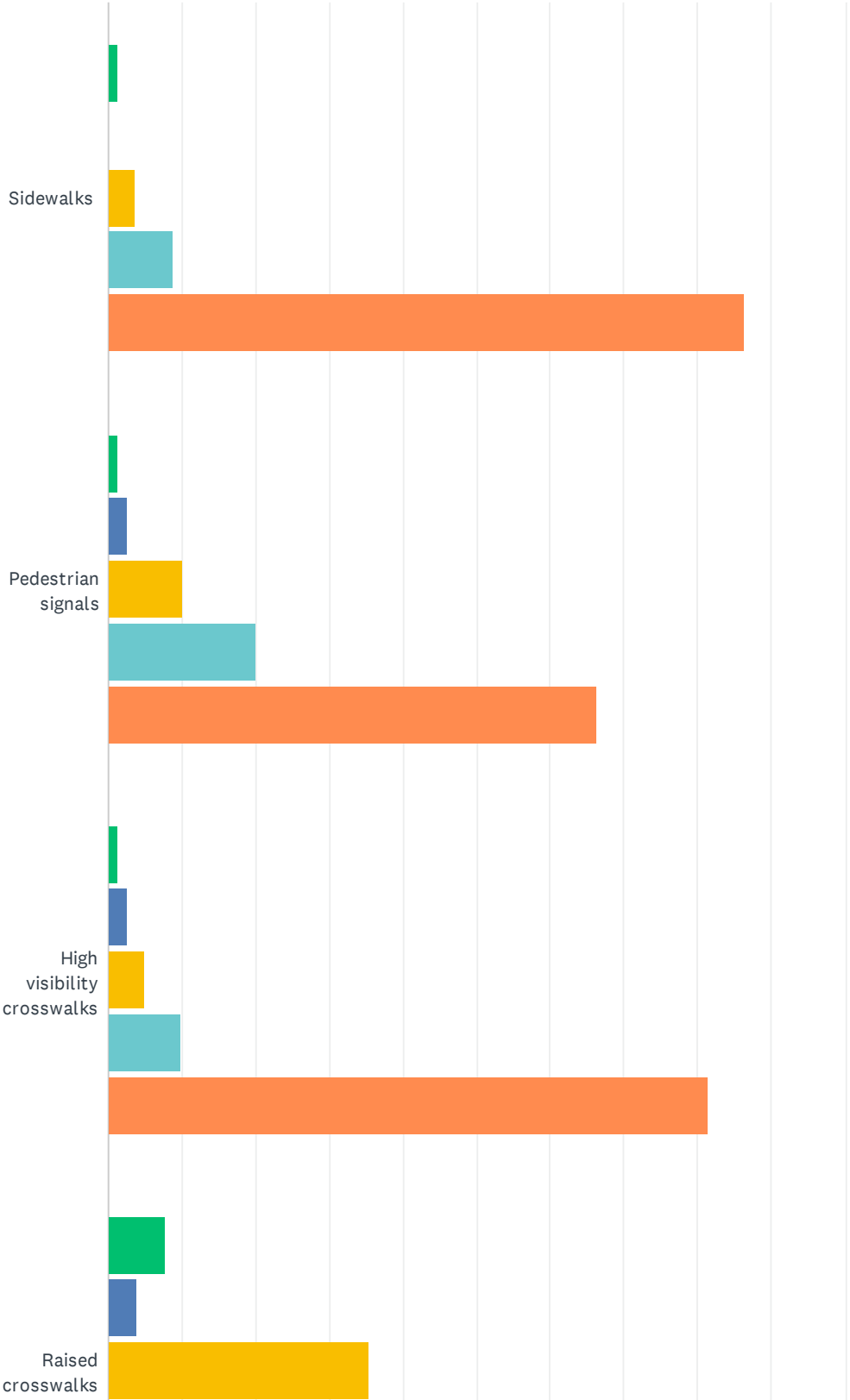
19	Physical barriers between ped/bike and car lanes	9/4/2024 10:06 PM
20	Flashing lights at crosswalks- illuminating when pressed, enunciating to drivers that the crosswalk is in use. Slower speeds on main roads (though I know V\ville doesn't control most of this), wider sidewalks at choke points (such as under the RR bridge). Trimmed foliage and shrubbery near blind intersections.	9/2/2024 10:15 PM
21	bike lanes, people using the sidewalks instead of walking on the road	8/30/2024 10:36 AM
22	Bike lanes, more designated crossing lanes, enforcement of speed limits, more speed limit signage - standard and electronic.	8/28/2024 6:29 PM
23	Lower speed limit to 25 in village	8/25/2024 9:57 AM
24	More police presence	8/23/2024 9:49 PM
25	Enforce the speed and crosswalk laws	8/23/2024 5:04 PM
26	Education Driver education Slower speed Bike lanes Raised sidewalks Speed bumps	8/23/2024 12:01 PM
27	More patrols	8/22/2024 10:32 PM
28	More sidewalks	8/22/2024 7:14 PM
29	Enforcement of speed limits and traffic laws. Flashing lights at crosswalks and bright lighting.	8/22/2024 5:36 PM
30	A bypass around the village center and Hannaford shopping district.	8/22/2024 3:22 PM
31	More enforcement of speed limits	8/22/2024 10:56 AM
32	Road diet, better traffic management at the intersection of Salem hills/maple ave/voorheesville ave	8/22/2024 10:20 AM
33	Allow more room between the road and sidewalks, put in new sidewalks and widen the railroad bridge.	8/22/2024 8:00 AM
34	speed control and enforcement	8/21/2024 10:25 PM
35	Reduce the speed on altamont road to 30 mph where it is 40 mph. Or have speed readers posted on the side of the road.	8/21/2024 10:08 PM
36	Addressing speed limits, increasing police presence for reckless driving, additional signage for basic traffic laws	8/21/2024 9:29 PM
37	Add more sidewalks. Enforcement of traffic laws.	8/21/2024 9:12 PM
38	Reduce speed limit	8/21/2024 8:41 PM
39	Speed enforcement. Sidewalks on all areas of village. Turned exit from bike path (see font grove rd crossing). Consider raised pedestrian walkways on maple avenue or designated raised crossing areas.	8/21/2024 7:53 PM
40	Speed limits, but of course a lot of people don't abide by them.	8/21/2024 7:14 PM
41	see above	8/21/2024 7:05 PM
42	Raised walkways. Also, on previous page, question about "More infrastructure" - answered Yes, because the current set up is great, and No seemed to imply a lack of support. Not seeing any more needed, but upkeep is always important	8/21/2024 5:47 PM
43	I think making sure there are white lines on the sides of all roads is critical. And keeping foliage trimmed back.	8/21/2024 5:17 PM
44	Lower vehicle speed limit. Ensure sidewalks are in good condition. Add sidewalks where possible.	8/21/2024 5:03 PM
45	Crosswalks and patrolling of speeding	8/21/2024 4:47 PM
46	I would suggest looking at a road or an existing road to by-pass the Village roads of Voorheesville Ave, parts of Maple Ave., and the surrounding streets of the Village proper. This would eliminate an enormous amount of noise and congestion at the railroad bridge on Maple Ave., as well as noise along the residential corridor. Doing this would also make it a safer roadway for bicycles, pedestrians, and residential automobiles.	8/21/2024 3:08 PM

Voorheesville Safe Streets Community Survey

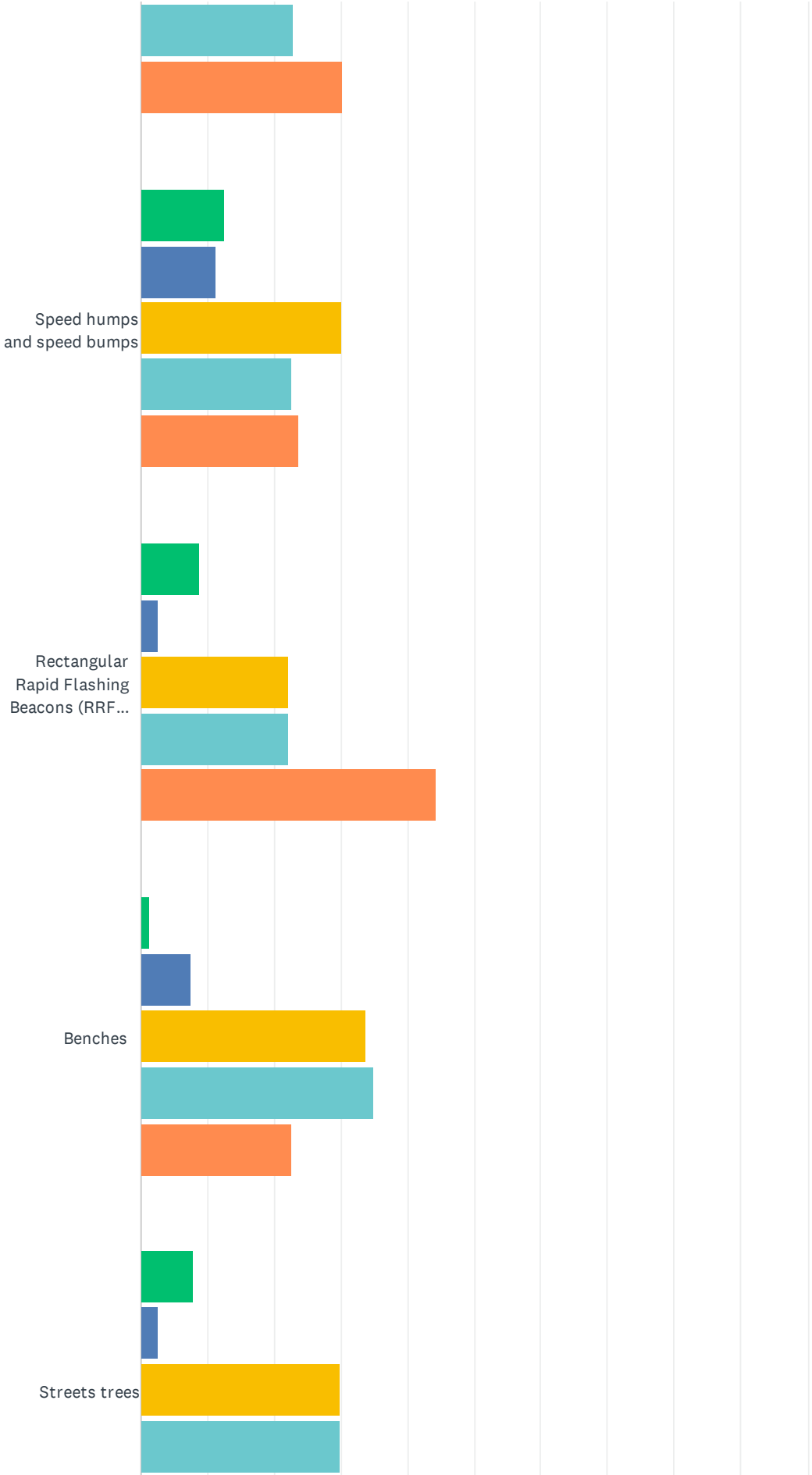
47	High-reflectivity paint and reflectors at crosswalks, on warning sights, bike path lanes etc. Has the village considered rumble strips or other grove-type options instead of speed bumps? I'm imagining these as 'slow down' signals that don't interfere with plowing or cause autos to get airborne if someone goes too fast. However, if you go faster than the designed strip speed, it makes quite a racket. I am a little concerned by the Voorheesville Ave parking for the rail trail. The plantings make it difficult for cars approaching to see if there is a person (or runaway, child or pet) approaching the cross walks. I do like them for making rail trail users slow down so they can check cars are not coming but maybe work with MHLC on trimming them or installing fish eye mirrors strategically so everyone can see what's coming.	8/21/2024 2:58 PM
48	Make sure speed limits and crosswalks are enforced	8/21/2024 2:34 PM
49	Designated bike lane	8/21/2024 2:29 PM
50	- clearly mark crosswalks - add speed bumps in the heart of rhe village - enforce 25 mph and 30 mph speed limits!	8/21/2024 2:05 PM
51	Speed limits, speed humps, enforcement	8/21/2024 1:45 PM
52	Flashing pedestrian cross walks and bike lanes. Many cyclists ride through our village to access the rail trail and there is no/narrow shoulders for them to ride on.	8/21/2024 1:42 PM
53	see above	8/21/2024 1:30 PM
54	Lower speed limit VILLAGE WIDE.	8/21/2024 1:16 PM
55	Hold pedestrians and cyclists accountable for compliance with applicable V&T laws.	8/21/2024 12:08 PM
56	Increase sidewalks. Install safety device at cross walks (lights) at village square intersections. (Push button kind)	8/21/2024 11:39 AM
57	fixing issues with sidewalks, maybe lighting at dark areas of the paths, speed control for cars around Maple ave.	8/21/2024 11:25 AM
58	More sidewalks and pedestrian crossing lights/signs	8/21/2024 11:16 AM
59	I previously stated the answer to this question	8/21/2024 11:14 AM
60	Keep the bikers, walkers, and other transportation methods off the roads	8/21/2024 11:04 AM
61	Good sidewalks and bike lanes kept free of trash and debris	8/21/2024 11:02 AM
62	Put more speedometers, have law enforcement enforcing speed limits and crosswalks	8/21/2024 11:00 AM
63	Flashing lights at crosswalks especially the one by Hannaford and the church	8/21/2024 10:59 AM
64	More sidewalks	8/21/2024 10:55 AM
65	widen them	8/21/2024 10:51 AM
66	Curbs on the Main Street in village sidewalks extended throughout the village make it possible to walk to new businesses downtown and minimizes air pollution and need for increases in parking lots sizes and numbers.	8/21/2024 10:51 AM
67	Sidewalks, speed limit lowering more signs	8/21/2024 10:51 AM
68	Reduce speed. Educate drivers	8/21/2024 10:49 AM

Q20 In your opinion, how important are the following infrastructure and amenities for making the Village a nice place to walk or bike?

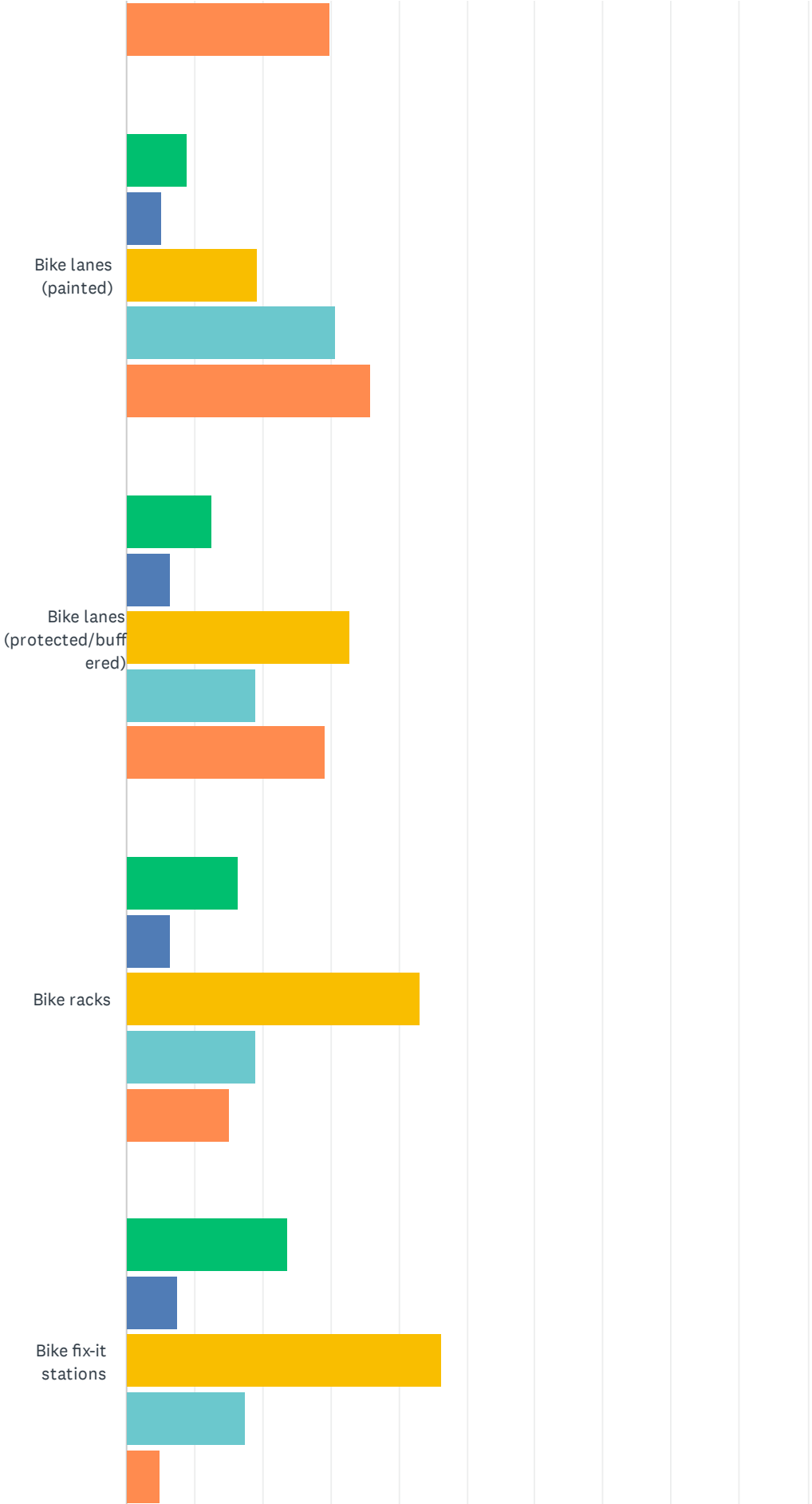
Answered: 81 Skipped: 7



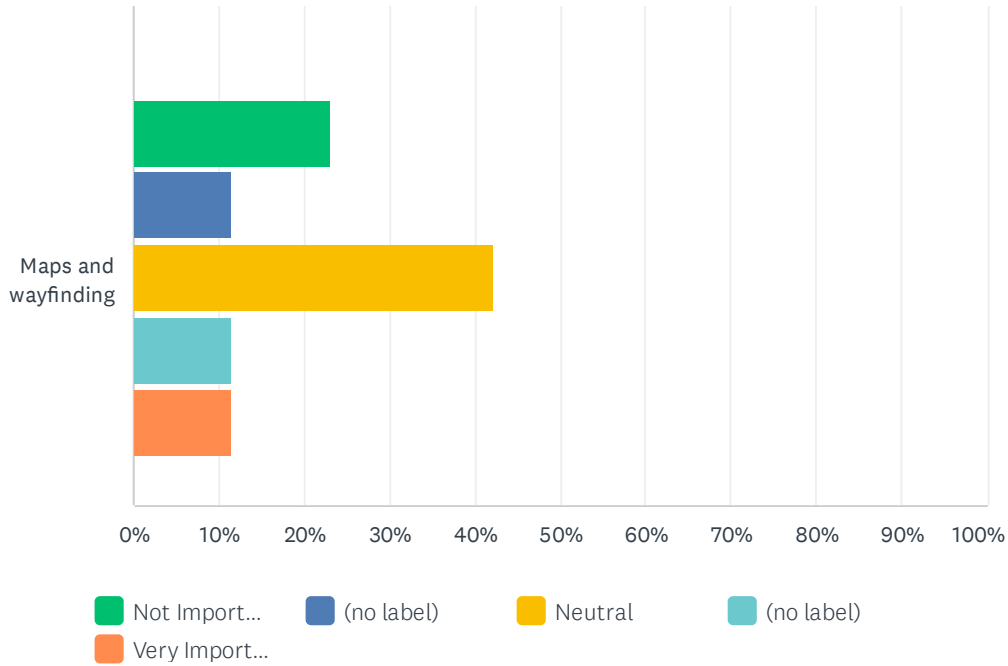
Voorheesville Safe Streets Community Survey



Voorheesville Safe Streets Community Survey



Voorheesville Safe Streets Community Survey



	NOT IMPORTANT	(NO LABEL)	NEUTRAL	(NO LABEL)	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Sidewalks	1.23% 1	0.00% 0	3.70% 3	8.64% 7	86.42% 70	81	4.79
Pedestrian signals	1.25% 1	2.50% 2	10.00% 8	20.00% 16	66.25% 53	80	4.47
High visibility crosswalks	1.23% 1	2.47% 2	4.94% 4	9.88% 8	81.48% 66	81	4.68
Raised crosswalks	7.59% 6	3.80% 3	35.44% 28	22.78% 18	30.38% 24	79	3.65
Speed humps and speed bumps	12.50% 10	11.25% 9	30.00% 24	22.50% 18	23.75% 19	80	3.34
Rectangular Rapid Flashing Beacons (RRFB) at crossings	8.64% 7	2.47% 2	22.22% 18	22.22% 18	44.44% 36	81	3.91
Benches	1.25% 1	7.50% 6	33.75% 27	35.00% 28	22.50% 18	80	3.70
Streets trees	7.79% 6	2.60% 2	29.87% 23	29.87% 23	29.87% 23	77	3.71
Bike lanes (painted)	8.97% 7	5.13% 4	19.23% 15	30.77% 24	35.90% 28	78	3.79
Bike lanes (protected/buffered)	12.66% 10	6.33% 5	32.91% 26	18.99% 15	29.11% 23	79	3.46
Bike racks	16.46% 13	6.33% 5	43.04% 34	18.99% 15	15.19% 12	79	3.10
Bike fix-it stations	23.75% 19	7.50% 6	46.25% 37	17.50% 14	5.00% 4	80	2.73
Maps and wayfinding	23.08% 18	11.54% 9	42.31% 33	11.54% 9	11.54% 9	78	2.77

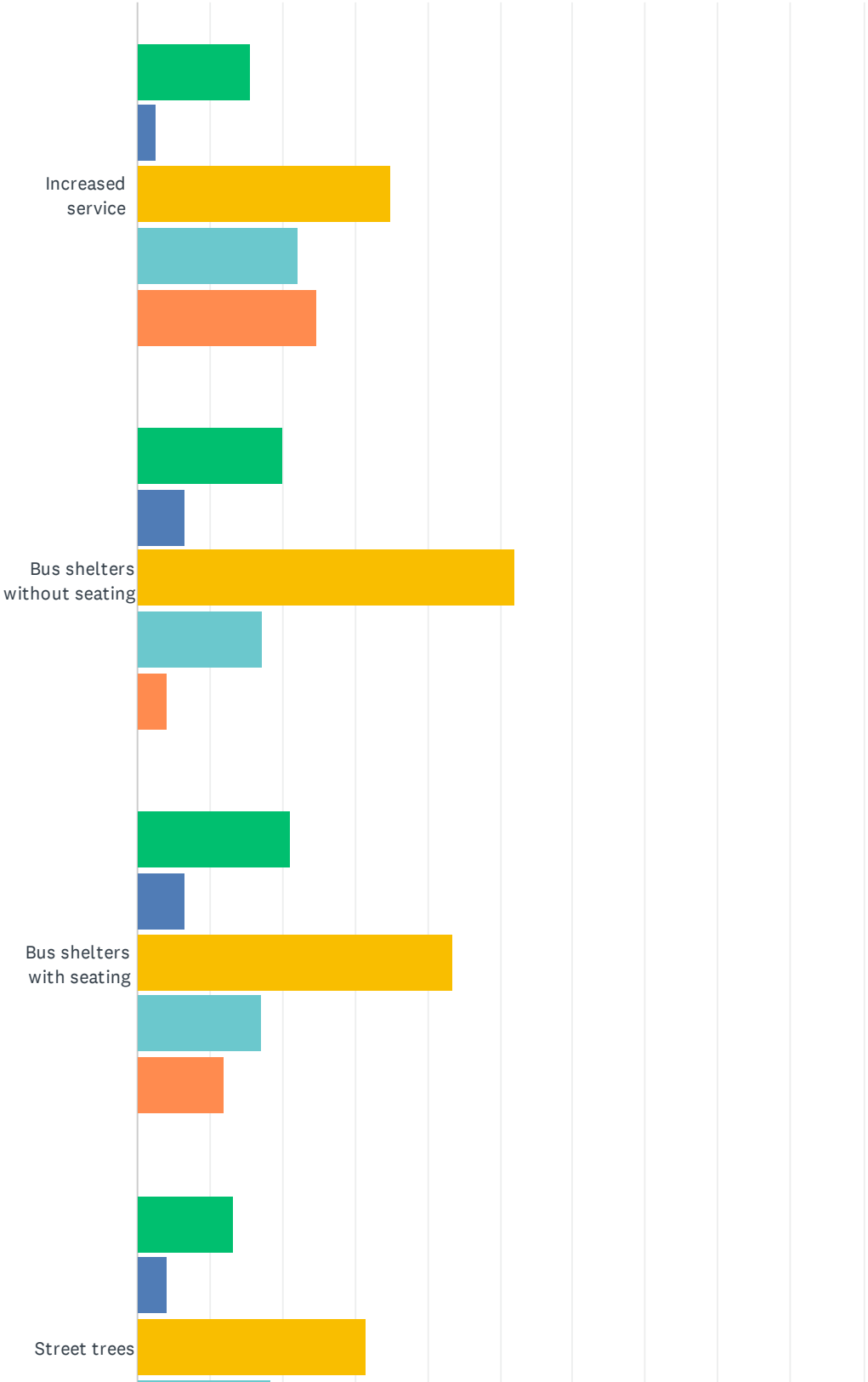
#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

Voorheesville Safe Streets Community Survey

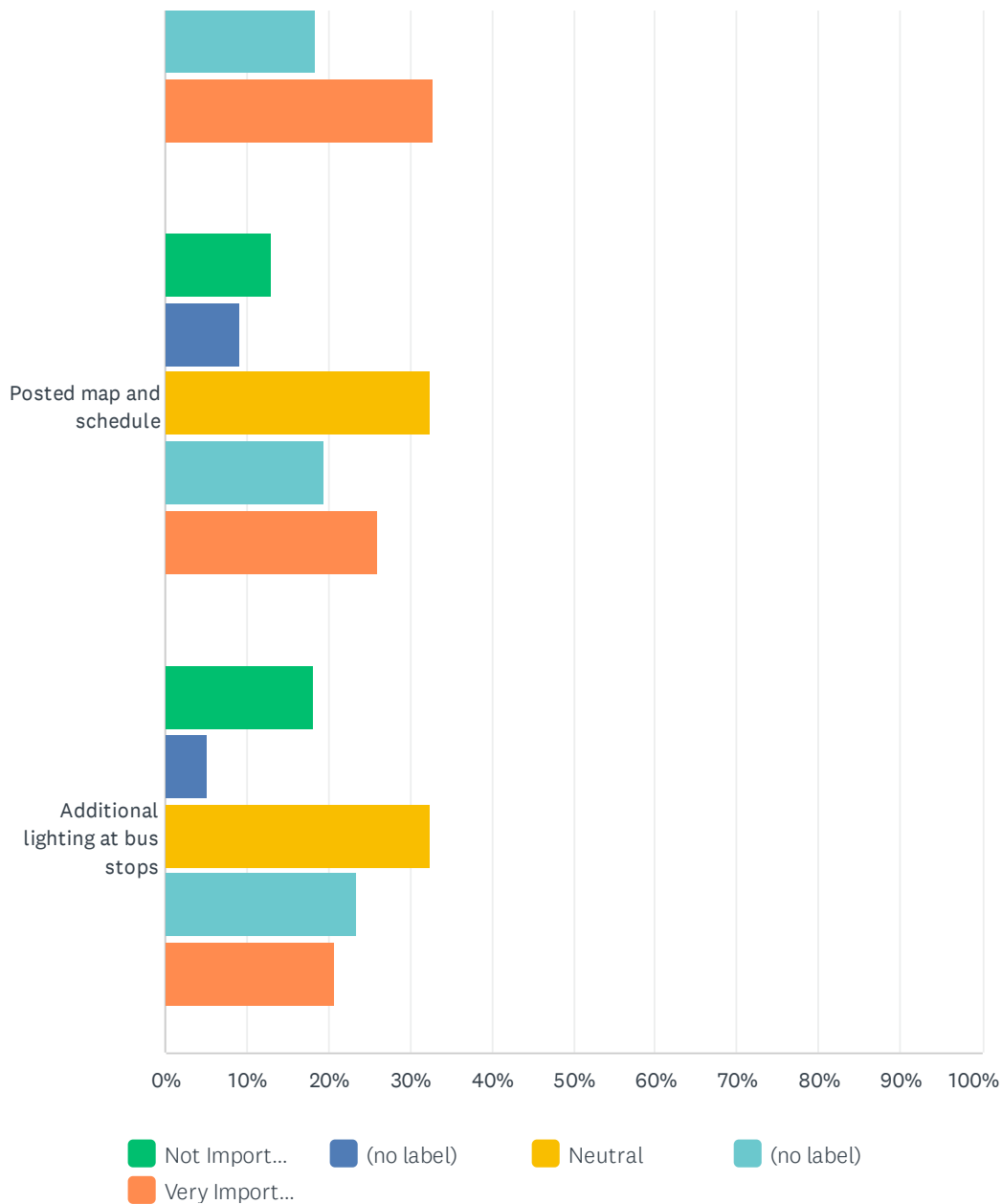
1	-	10/27/2024 10:14 AM
2	Regarding infrastructure - can we somehow paint the lines on the roads, and NOT let cars drive through the wet paint - leaving paint filled tire marks throughout the Village roadways	10/9/2024 10:58 PM
3	Bike racks need to be designed to be functional and secure (can't just be picked up and thrown into a truck with your bike still attached). Make sure a U lock can be used. A cute or artistic bike rack probably isn't very functional.	9/4/2024 10:09 PM
4	Flashing RR Beacons need to be before crossings - like the blind spot curve when going south on Depot Rd into V'Ville.	8/28/2024 6:35 PM
5	We should not have to pay for information available on a cell phone that everyone has	8/23/2024 9:51 PM
6	More and wider speed bumps in neighborhoods to slow traffic.	8/21/2024 7:16 PM
7	Proper signage for railroad bridge issue	8/21/2024 7:09 PM
8	Public water fountains. Benches near public transit stops and when practical, positioned in the shade. Also positioned for viewing historical sites, sunset or sunrise views, watching kids sledding, etc.	8/21/2024 3:09 PM

Q21 In your opinion, how important are the following amenities for supporting public transit in the Village?

Answered: 78 Skipped: 10



Voorheesville Safe Streets Community Survey



	NOT IMPORTANT	(NO LABEL)	NEUTRAL	(NO LABEL)	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Increased service	15.58% 12	2.60% 2	35.06% 27	22.08% 17	24.68% 19	77	3.38
Bus shelters without seating	20.00% 15	6.67% 5	52.00% 39	17.33% 13	4.00% 3	75	2.79
Bus shelters with seating	21.05% 16	6.58% 5	43.42% 33	17.11% 13	11.84% 9	76	2.92
Street trees	13.16% 10	3.95% 3	31.58% 24	18.42% 14	32.89% 25	76	3.54
Posted map and schedule	12.99% 10	9.09% 7	32.47% 25	19.48% 15	25.97% 20	77	3.36
Additional lighting at bus stops	18.18% 14	5.19% 4	32.47% 25	23.38% 18	20.78% 16	77	3.23

Voorheesville Safe Streets Community Survey

#	OTHER (PLEASE SPECIFY)	DATE
1	How about just a little patch of concrete sidewalk to wait on a bus stop? Could this kind of thing qualify as a volunteer community effort even? I'm annoyed that I even have to remember this long-standing objection to how the Village treats public transportation. I mean come oooooooooooooooooooooonnnnnn now.	10/26/2024 3:14 PM
2	I dont foresee bus use drastically increasing in the village. CDTA takes too long to get anywhere, but it might be people's only option so that's important to consider.	9/17/2024 4:21 PM
3	Demand for service insufficient to justify higher levels of service and infrastructure.	8/22/2024 3:25 PM
4	We really need some form of public transit.	8/22/2024 8:02 AM
5	Consider building in for future expansion. Emergency phone/button that signals 911 or calls non emergency public transit main number to report an issue. Cell phones are great unless you run our of power during storm conditions.	8/21/2024 3:09 PM
6	More lighting in dim areas, not just bus stops	8/21/2024 2:08 PM
7	Bus frequency needs to be increased but that is probably going to be difficult given the level of ridership from the Village.	8/21/2024 1:35 PM
8	Speed bump S. Main St.	8/21/2024 11:17 AM
9	Sidewalks to even get to the bus stops are needed.	8/21/2024 10:53 AM

Q22 Please enter your Zip Code (Zip code where you live, limit to 5 digits)

Answered: 84 Skipped: 4

#	RESPONSES	DATE
1	12186	10/27/2024 10:15 AM
2	12186	10/26/2024 3:14 PM
3	12186	10/10/2024 2:21 PM
4	12186	10/9/2024 10:58 PM
5	12186	10/8/2024 4:02 PM
6	12186	10/7/2024 2:46 PM
7	12186	10/7/2024 2:05 PM
8	12186	10/3/2024 2:41 PM
9	12186	10/3/2024 9:59 AM
10	12186	9/30/2024 1:56 PM
11	12009	9/27/2024 9:16 AM
12	12186	9/23/2024 12:01 PM
13	12303	9/20/2024 11:32 PM
14	12186	9/19/2024 2:28 PM
15	12186	9/18/2024 6:06 AM
16	12186	9/17/2024 4:21 PM
17	12186	9/17/2024 1:05 PM
18	12186	9/17/2024 9:50 AM
19	12186	9/16/2024 9:28 PM
20	12186	9/11/2024 4:57 PM
21	12186	9/11/2024 4:41 PM
22	12186	9/8/2024 12:08 PM
23	12186	9/4/2024 10:09 PM
24	12186	9/2/2024 10:17 PM
25	12186	9/1/2024 8:18 AM
26	12186	8/30/2024 10:37 AM
27	12186	8/28/2024 6:36 PM
28	12186	8/25/2024 9:59 AM
29	12186	8/23/2024 9:53 PM
30	12186	8/23/2024 5:05 PM
31	12186	8/23/2024 12:05 PM
32	12186	8/22/2024 10:33 PM
33	12186	8/22/2024 7:16 PM

Voorheesville Safe Streets Community Survey

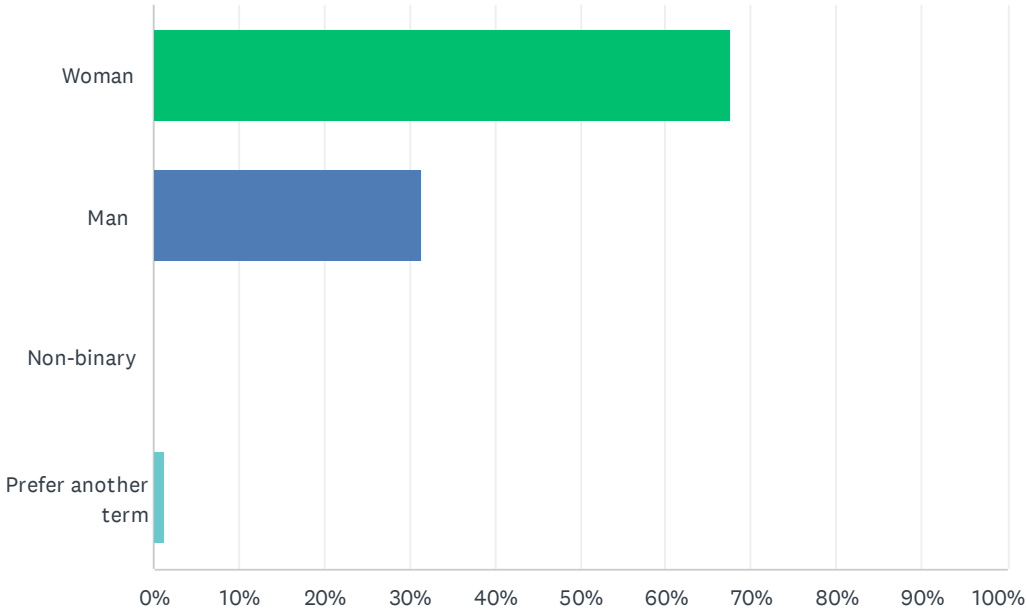
34	12186	8/22/2024 5:38 PM
35	12186	8/22/2024 3:27 PM
36	12186	8/22/2024 10:58 AM
37	12186	8/22/2024 10:23 AM
38	12186	8/22/2024 8:02 AM
39	12186	8/21/2024 10:27 PM
40	12186	8/21/2024 10:10 PM
41	12186	8/21/2024 9:30 PM
42	12186	8/21/2024 9:15 PM
43	12186	8/21/2024 8:45 PM
44	12186	8/21/2024 7:54 PM
45	12186	8/21/2024 7:17 PM
46	12186	8/21/2024 7:10 PM
47	12186	8/21/2024 6:15 PM
48	12186	8/21/2024 5:49 PM
49	12186	8/21/2024 5:20 PM
50	12186	8/21/2024 5:06 PM
51	12186	8/21/2024 4:49 PM
52	12186	8/21/2024 3:11 PM
53	12186	8/21/2024 3:09 PM
54	12186	8/21/2024 2:50 PM
55	12159	8/21/2024 2:36 PM
56	12186	8/21/2024 2:30 PM
57	12186	8/21/2024 2:08 PM
58	12186	8/21/2024 1:48 PM
59	12186	8/21/2024 1:44 PM
60	12186	8/21/2024 1:36 PM
61	12186	8/21/2024 1:18 PM
62	12186	8/21/2024 1:10 PM
63	12186	8/21/2024 12:26 PM
64	12186	8/21/2024 12:19 PM
65	12186	8/21/2024 12:10 PM
66	12186	8/21/2024 12:03 PM
67	12186	8/21/2024 11:41 AM
68	12186	8/21/2024 11:26 AM
69	12186	8/21/2024 11:21 AM
70	12186	8/21/2024 11:17 AM
71	12186	8/21/2024 11:14 AM

Voorheesville Safe Streets Community Survey

72	12186	8/21/2024 11:07 AM
73	12186	8/21/2024 11:05 AM
74	12186	8/21/2024 11:01 AM
75	12186	8/21/2024 11:01 AM
76	12186	8/21/2024 10:56 AM
77	12186	8/21/2024 10:53 AM
78	12186	8/21/2024 10:53 AM
79	12186	8/21/2024 10:53 AM
80	12186	8/21/2024 10:52 AM
81	12345	8/6/2024 1:01 PM
82	12345	8/6/2024 12:59 PM
83	12309	8/6/2024 10:18 AM
84	12345	8/5/2024 4:12 PM

Q23 Gender (please select)

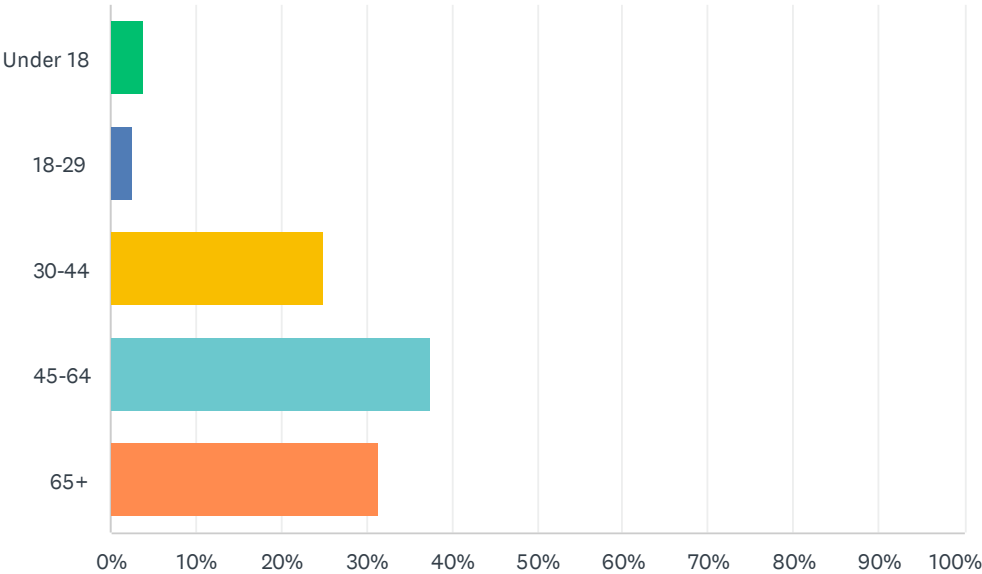
Answered: 80 Skipped: 8



ANSWER CHOICES	RESPONSES	
Woman	67.50%	54
Man	31.25%	25
Non-binary	0.00%	0
Prefer another term	1.25%	1
TOTAL		80

Q24 What is your age?

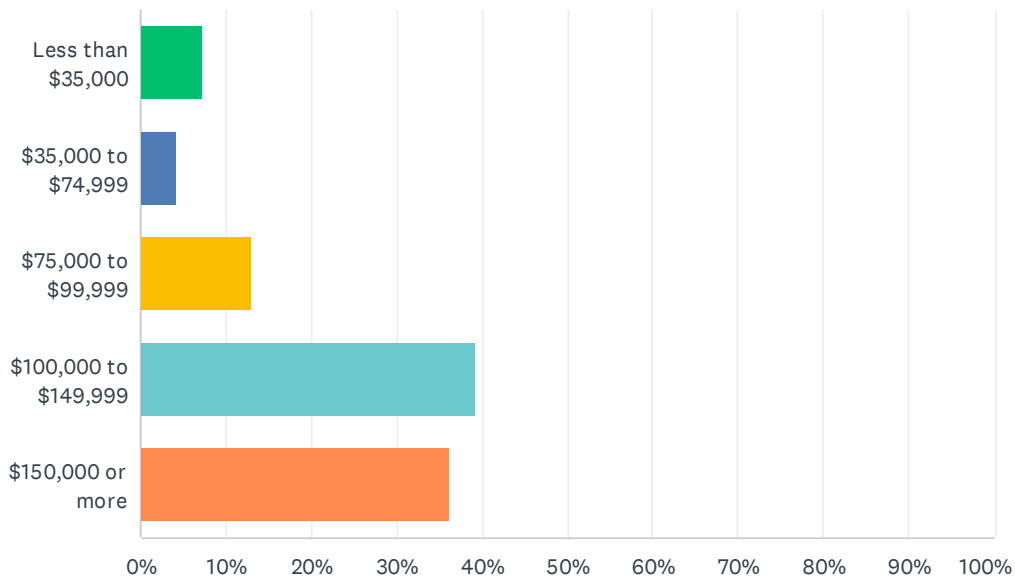
Answered: 80 Skipped: 8



ANSWER CHOICES	RESPONSES
Under 18	3.75% 3
18-29	2.50% 2
30-44	25.00% 20
45-64	37.50% 30
65+	31.25% 25
TOTAL	80

Q25 What is your approximate yearly *household* income? (About how much do you and everyone in your household make per year? Please select)

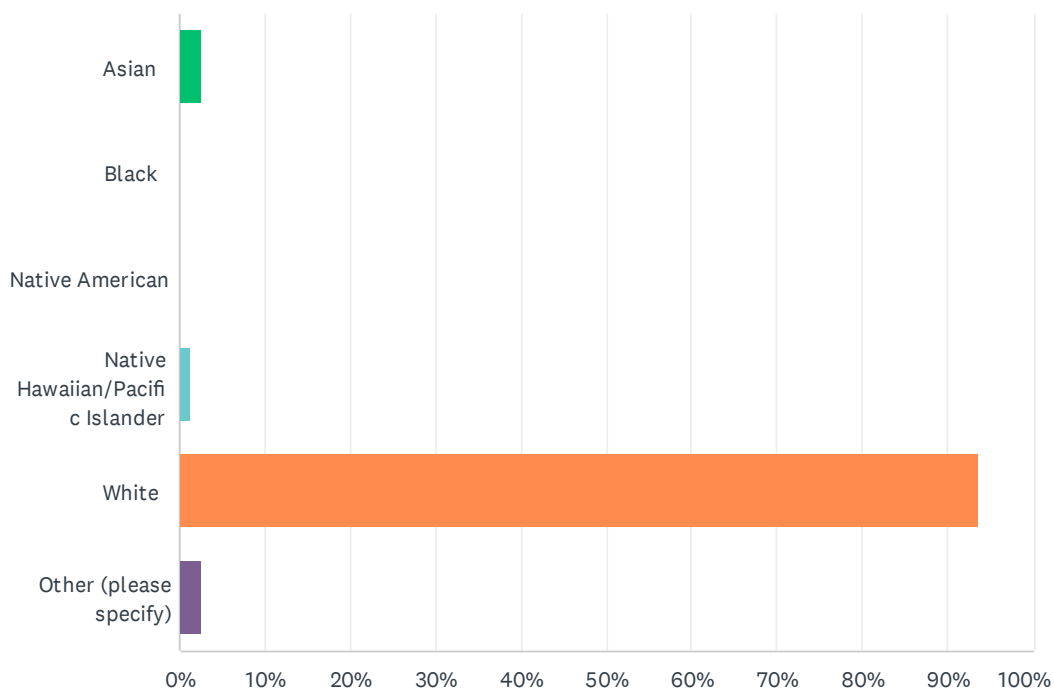
Answered: 69 Skipped: 19



ANSWER CHOICES	RESPONSES
Less than \$35,000	7.25% 5
\$35,000 to \$74,999	4.35% 3
\$75,000 to \$99,999	13.04% 9
\$100,000 to \$149,999	39.13% 27
\$150,000 or more	36.23% 25
TOTAL	69

Q26 Race/Ethnicity? (Please check all that apply)

Answered: 77 Skipped: 11

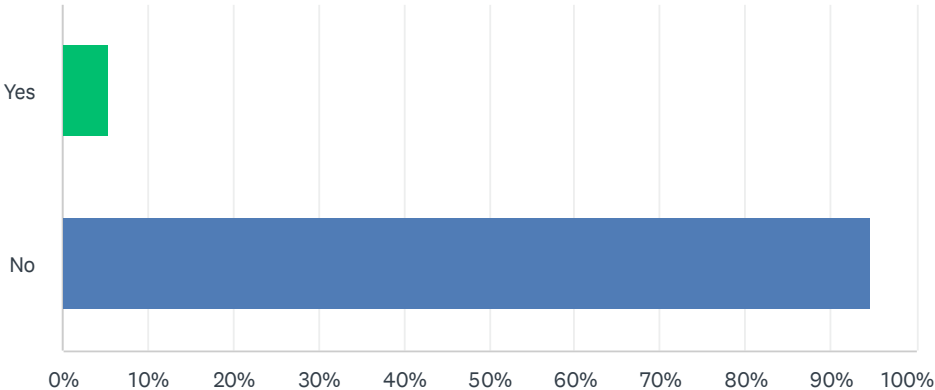


ANSWER CHOICES	RESPONSES
Asian	2.60% 2
Black	0.00% 0
Native American	0.00% 0
Native Hawaiian/Pacific Islander	1.30% 1
White	93.51% 72
Other (please specify)	2.60% 2
TOTAL	77

#	OTHER (PLEASE SPECIFY)	DATE
1	Prefer not to disclose	8/23/2024 9:53 PM
2	no answer	8/21/2024 5:49 PM

Q27 Hispanic or Latino?

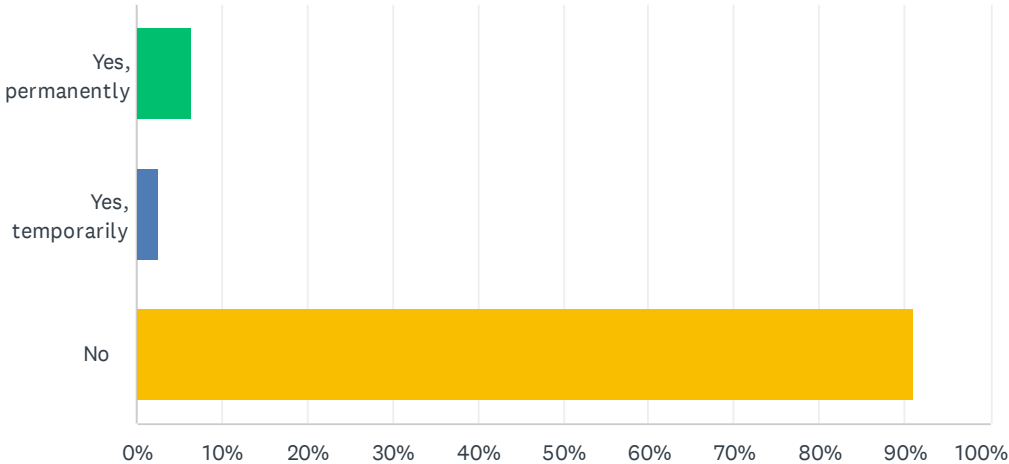
Answered: 74 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	5.41%	4
No	94.59%	70
TOTAL		74

Q28 Are you disabled?

Answered: 78 Skipped: 10



ANSWER CHOICES	RESPONSES
Yes, permanently	6.41% 5
Yes, temporarily	2.56% 2
No	91.03% 71
TOTAL	78

Q29 If you have a disability or mobility impairment that requires special accommodations, please tell us what they are.











Answered: 7 Skipped: 81





#	RESPONSES	DATE
1	-	10/27/2024 10:15 AM
2	My child is disabled and has cognitive and physical challenges.	9/17/2024 9:50 AM
3	No	8/23/2024 9:53 PM
4	limited ability to walk without assistive device.	8/22/2024 3:27 PM
5	No	8/22/2024 10:23 AM
6	I have walking disabilities and walk with a cane.	8/21/2024 3:11 PM
7	Age in the 80s	8/21/2024 11:07 AM




Appendix D – Precedent Imagery

This page intentionally left blank

#	Complete Street Design Element	Regional Connectors	Main Streets & Commercial Corridors	Local Residential
Infrastructure				
I-1	Shared Roadway – Pavement Markings & Signs	M	M	M
I-2	High Visibility Crosswalk	M	M	P
I-3	Speed Humps	P	P	M
I-4	Shared Roadway - Vertical & Horizontal Traffic Calming	P	P	M
I-5	Curb Extensions or Bump Outs	M	P	CS
I-6	Multiuse Path or Sidepath	P	P	P
I-7	Sidewalks – Both Sides of Street	CS	M	CS
I-8	Sidewalk – One Side of Street	P	CS	CS
I-9	Narrow Travel Lanes (10ft or less)	CS	CS	M
I-10	Raised Crosswalks	P	P	
I-11	Rectangular Rapid Flashing Beacons (RRFB)	P	P	
I-12	Bus Shelter	P	P	
I-13	Bicycle Lanes – Painted or Separated	P	CS	
I-14	Pedestrian Signals	CS	CS	
I-15	Advisory Shoulder			P
I-16	Turning Lanes	CS		
Amenities				
A-1	Pedestrian Scale Lighting	P	M	M
A-2	Wayfinding Signage and Maps	P	M	CS
A-3	Street Furniture – benches, waste bins, etc.	P	M	
A-4	On Street Parking	CS	M	
A-5	Bicycle Fix-it Station	CS	P	
A-6	Street Trees	P	M	P
A-7	On Street Bicycle Parking		P	
A-8	On Street EV Charging Station	P	P	
A-9	Bicycle Share Station – CDPHP Cycle	P	P	

#	Complete Streets Design Element	Example Imagery			
I-1	Shared Roadway – Pavement Marking and Signs		 <p>Olentangy River Trail in Columbus, OH</p>	 <p>MUTCD R4-11</p>	 <p>MUTCD W11-2</p>
I-2	High Visibility Crosswalk			 <p>MUTCD R1-6</p>	
I-3	Speed Humps				

#	Complete Streets Design Element	Example Imagery		
I-4	Shared Roadway - Vertical & Horizontal Traffic Calming			
I-5	Curb Extensions or Bump Outs	 <p data-bbox="1082 918 1286 939">South Pearl Street in Albany, NY</p>		
I-6	Multiuse Path or Sidepath			

#	Complete Streets Design Element	Example Imagery	
I-7	Sidewalks – Both Sides of Street		
I-8	Sidewalk – One Side of Street		
I-9	Narrow Travel Lanes (10ft or less)		

#	Complete Streets Design Element	Example Imagery	
I-10	Raised Crosswalks		 
I-11	Rectangular Rapid Flashing Beacons (RRFB)		 
I-12	Bus Shelter		

#	Complete Streets Design Element	Example Imagery		
---	---------------------------------	-----------------	--	--

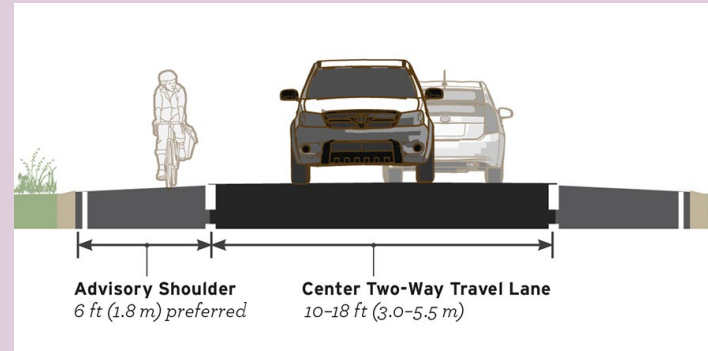
I-13 Bicycle Lanes – Painted or Separated



I-14 Pedestrian Signals



I-15 Advisory Shoulder



#	Complete Streets Design Element	Example Imagery		
---	---------------------------------	-----------------	--	--

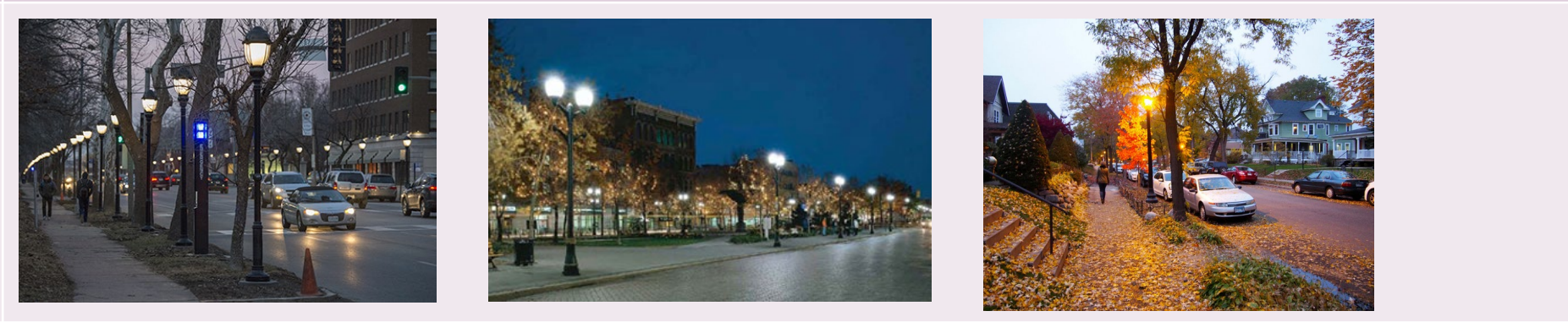
I-16

Turning Lanes



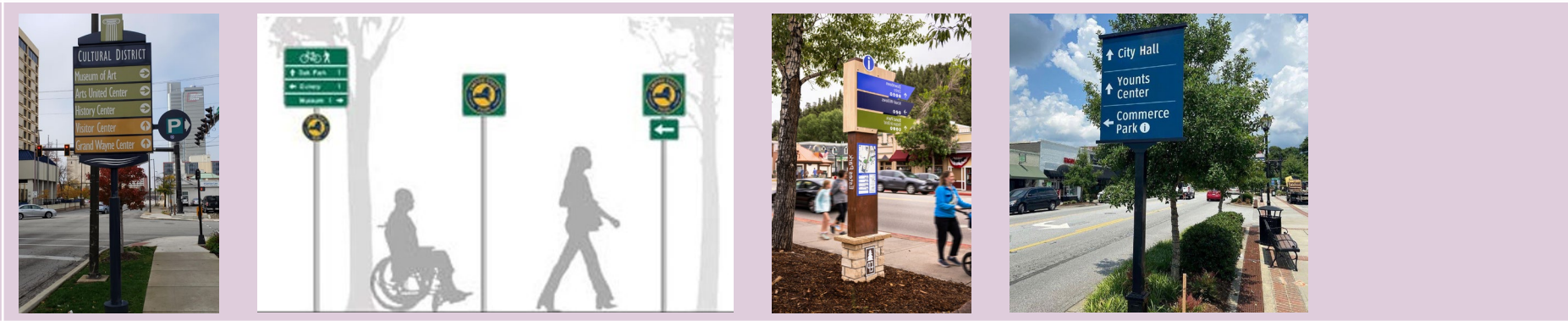
A-1

Pedestrian Scale Lighting



A-2

Wayfinding Signage and Maps



#	Complete Streets Design Element	Example Imagery	
---	---------------------------------	-----------------	--

A-3

Street Furniture – benches, waste bins, etc.



A-4

On Street Parking



A-5

Bicycle Fix-it Station



#	Complete Streets Design Element	Example Imagery
---	---------------------------------	-----------------

A-6

Street Trees



A-7

On Street Bicycle Parking



A-8

On Street EV Charging Station



#	Complete Streets Design Element	Example Imagery	
---	---------------------------------	-----------------	--

A-9

Bicycle Share Station – CDPHP Cycle



A10

Gateway Treatment



North Jay Street in Schenectady, NY



Appendix E – Example Complete Streets Checklist

This page intentionally left blank

City of Saratoga Springs Complete Streets Checklist

Saratoga Springs Complete Street Policy Vision (May 2012)

The City of Saratoga Springs Complete Streets Policy will encourage the development of a complete streets network throughout the City to create a more balanced transportation system. The Policy shall be consistent with and assist in achieving the goals and recommendations set forth in the City's Comprehensive Plan and other policy documents. The Policy shall ensure new and updated public and private projects are planned, designed, maintained and operated to enable safer, comfortable and convenient travel to the greatest extent possible for users of all abilities including pedestrians, bicyclists, motorists and transit riders.

This checklist is intended to assist the City in achieving its vision for complete streets.

Project Name: _____ **Date:** _____

Project Location / Limits: _____

Project Description: _____

Instructions: For each box checked, please provide a brief description for how the item is addressed, not addressed, or not applicable and include supporting documentation.

Street Classification (identify street or streets within the project area)

Principal arterial Minor arterial Mixed use collector Mixed use local
 Residential collector Residential local Special use street

EXISTING CONDITIONS

Item to Be Addressed/ Checklist Consideration	YES	NO	N/A	Required Description
<i>Existing Bicycle & Pedestrian Operations</i>				
Do bicycle and pedestrian accommodations exist? (see page 2 for examples)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Transit Operations</i>				
Do transit facilities exist within the study area, including bus and train stops/stations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Is the project area on a transit route? (CDTA Service Routes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there bicycle racks, shelters, or parking for transit riders available?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Existing Access and Mobility</i>				
Do connective opportunities exist with schools, hospitals, senior care or community centers or persons with disabilities within project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Are there gaps inhibiting continuous access between schools, hospitals, senior care, or community centers or persons with disabilities within project area?"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Project Area Context</i>				
Are there prominent landmarks, recreation, shopping, employment center, cultural centers or other key destinations that offer opportunities to connect this site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Please list and/or describe planning or policy documents addressing bicyclist, pedestrian, transit, or truck/ freight use for the project area. Examples can include: City of Saratoga Springs Comprehensive Plan , City of Saratoga Springs Open Space Plan , Capital District Transportation Committee Bicycle/ Pedestrian Priority Network , City Standard Details , etc.				

PROPOSED DESIGN

Item to Be Addressed/ Checklist Consideration	YES	NO	N/A	Required Description
Complete Streets Design				
Bicyclist accommodations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pedestrian accommodations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Access and Mobility accommodations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Transit accommodations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Truck/ freight accommodations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Streetscape elements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Bike Facilities:	
Off-roadway bike accommodations	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Dedicated bike lane	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Shared-use lane	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Shoulder	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Acceptable actuated traffic signal bike detection, including turn lanes	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Do signals allow adequate minimum green time for bicyclist to safely cross intersection?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Signage and pavement markings specific to proposed bike facilities	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bicycle safe inlet grates	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bicycle parking, eg. bike racks, bike lockers	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Transit Facilities:	
Transit shelters	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Bus turnouts	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Standing pads	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Has CDTA been contacted?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Access and Mobility Facilities:	
Adequate sidewalk or paved path	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Acceptable consideration/provision for accessible pedestrian traffic signal features	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Curb ramps, including detectable warning surface	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Acceptable slope and cross-slope for driveway ramps, sidewalks, crossings)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Have conflicts been reduced among pedestrian, bicyclists, and motor vehicles (access management)?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Pedestrian Facilities:	
Sidewalks on both sides of the street	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Striped crosswalks	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Geometric modifications to reduce crossing distances such as curb extensions (e.g. bulb-outs)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Acceptable provision for pedestrian traffic signal features (e.g. ped. buttons)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Pedestrian signage for crossing & wayfinding	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Safety islands/medians on roadways with two or more traffic lanes in each direction	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Enhanced supplemental pedestrian treatments at uncontrolled marked crossings	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Connectivity:	
Are there proposed connections to other bike paths, pedestrian facilities, or transit facilities?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Are there proposed connections to any key destinations listed on page 1?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Are there proposed connections to neighborhoods?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Streetscape Elements:	
Are streetscape elements proposed such as landscaping, street trees, planters, buffer strips, etc?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Pedestrian-level lighting	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA
Public seating or benches	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA

Design Standards and Guidelines

Design meets guidelines such as described below for bicycle/pedestrian/bus/transit facilities?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> NA	Describe
--	------------------------------	-----------------------------	-----------------------------	----------

*American Association of State Highway and Transportation Officials (AASHTO) - *A Policy on Geometric Design of Highway and Streets, Guide for the Development of Bicycle Facilities and AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities*; [Public Right-of-Way Accessibility Guide \(PROWAG\)](#); [Manual on Uniform Traffic Control Devices \(MUTCD\)](#); [Americans with Disabilities Act Accessibility Guidelines \(ADAAG\)](#); National Association of City Transportation Officials (NACTO) - [Urban Bikeway Design Guide](#). New York State Department of Transportation – [Highway Design Manual](#)