

## **Round Lake Road Corridor Plan Special Board Final Report and Recommendation:**

The Town Board established the "Round Lake Road Corridor Advisory Committee" on April 4, 2011 and appointed Maggi Ruisi as Chair and Tom Clavin, Dominick DeLorio, Mark Hamm, and Dave Wallingford. As denoted below, this Committee was later reestablished as a Special Board, as noted further below. The Committee's was tasked by the TB as follows:

***(April 04, 2011) RESOLVED that the Town Board of the Town of Malta be and hereby establishes the Malta Exit 11 Mini-Master Plan Update Committee with the following mission:***

***The Exit 11 Mini-Master Plan Committee shall be responsible for making recommendations to the Town Board for possible amendments of the Exit 11 Mini-Master Plan.***

***The Exit 11 Mini-Master Plan Committee with the assistance of Town staff will review the existing plan in place for Exit 11 and review changes to the Exit 11 corridor, such as the Round Lake By-pass, Rite Aid Pharmacy, Hannaford, Adirondack Trust and the new Town of Ballston residential development. The committee will also focus its efforts on traffic issues and future development for this area.***

***The Exit 11 Mini-Master Plan Committee will make written recommendations to the Town Board on whether amendments to the Exit 11 Mini-Master Plan and/or zoning are needed, and what such recommendations should be. It will use its best efforts to render these recommendations to the Town Board by September, 2011.***

The Committee met approximately 18 times (22 times, when including Special Board meetings) to address the assigned task. At the request of the Committee, the TB allocated **\$36,055 (Resolution #214 10/3/11)** to engage consulting services from The Chazen Companies and Creighton Manning Engineering to assist in the development of a planning and transportation improvement plan for the Corridor. The consultants utilized existing Town plans and documents and met with the Saratoga County Planning Department, Saratoga County Department of Public Works, Capital District Transportation Committee, Capital District Transportation Authority and the NYS Department of Transportation on January 05, 2012. Information from Town plans and documents, and comments from these agencies were utilized to develop a draft plan.

A draft Corridor Plan and Comprehensive Master Plan amendment was presented to an overflow attendance of Town residents at the Round Lake Road Fire Station on **February 29, 2012**. Comments from residents were noted and, as a result and as guided by the Committee, the consultants revised the Plan

The TB accepted the Plan at its **June 04, 2012 (Resolution#134)** monthly meeting. Although the TB indicated its intent to adopt the Plan as an amendment to the Townwide Comprehensive Master Plan, NYS Town Law procedural requirements resulted in TB action to reestablish the Committee as a **Special Board** and further directed the Special Board to undertake additional further actions, including to provide recommendation, after a required public hearing was conducted by the Special Board. **On July 02, 2012 (Resolution #148)** the TB passed a resolution assigning the Special Board to complete these actions in accordance with NYS Town Law.

The Special Board initially met on August 02, 2012 to discuss the revised assigned tasks directed by the TB. A public hearing was conducted on **September 10, 2012** and resident's comments were again noted. During the public hearing, Special Board Chair Maggi Ruisi

reported to those in attendance that no designated Agricultural Districts were situated within or adjacent to the area of study. Consultants were also available to answer questions and to provide other related information to residents in attendance.

On October 04, 2012, the Special Board met in workshop session to complete the tasks assigned by the TB, which included the recommendation and related comments noted below. During the workshop, planning and transportation consultants attended to address issues raised by residents who were either in favor of roundabouts, or who were in favor of signalized intersections related to the Plan previously accepted by the TB. Consultants also provided answers and other information from residents who attended the workshop.

The Special Board also identified the following as important information related to recommendations to the Town Board:

- 1) It is noted that the Capital District Transportation Committee acted on September 12, 2012 to amend the 2010-15 Transportation Improvement Program by reallocating **\$5,135,428** (figure does not include a required 20% local match) funding from project SA225 (1757.54), **Commercial Access Highway Improvements - Luther Technology Park**, and that these funds exceed the estimated cost **\$4,536,000**, for all improvements identified in the Plan accepted by the TB. Matching funds were previously noted to be available from transportation mitigation funds collected by the Town to date. Subsequently, more than sufficient Federal and required local matching funds should be available to pay for full implementation of traffic improvements delineated in the Plan.
- 2) It is noted that, pursuant to NYS Department of Transportation requirements, **consideration of inclusion of roundabouts must be analyzed. Such analysis should be undertaken by transportation engineers selected to complete preliminary engineering design of the transportation improvements to the corridor, so that a final determination can be rendered when adequate information is developed and considered, as required by law.**

During the October 04, 2012 meeting, the Special Board took the following actions:

- 1) Special Board Chair Maggi Ruisi motioned to recommend Town Board review of the submitted Full Environmental Assessment Form and further recommended issuance of a negative declaration of environmental significance pursuant to applicable SEQRA requirements. Dave Wallingford provided a second to the motion. There was no further discussion and the motion was unanimously approved by the Special Board.
- 2) Dave Wallingford motioned that the Special Board recommend to the Town Board that the preferred intersection option is for a roundabout design and construction, and to further recommend that the TB adopt the Plan they previously accepted June 04, 2012 as an amendment to the Townwide Comprehensive Master Plan for Neighborhood 1. Chair Maggi Ruisi provided a second to the motion. There was no further discussion and the motion was unanimously approved by the Special Board.
- 3) Following the advice of Town Counsel, the Special Board replied to the petition against roundabout construction and denoted that the Special Board regards roundabout intersections as preferred options, per the Plan, and that following full consideration of all public comments throughout the entire process from the establishment of the Committee by the Town Board, through to the actions rendered by the Special Board, to date, based on the following conclusions:
  - They are safer for both vehicles and pedestrians.
  - There are fewer accidents for either or both vehicles or pedestrians.
  - When accidents do occur, they result in less damage or injuries.
  - They require less maintenance.

- They are more fuel efficient.
- They result in improved traffic flow.
- They are more aesthetically pleasing.
- They are safer during a power outage.
- That, regardless of the Special Board's opinion, the NYS DOT mandates that roundabouts be considered as a preferred option.

**TOWN OF MALTA**  
**ROUND LAKE ROAD COORIDOR PLAN SPECIAL BOARD**

**October 04, 2012**

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SPECIAL BOARD MEETING NOTES

**Attending:**

Maggi Ruisi, Special Board Chair  
Tom Clavin, Special Board member  
Dave Wallingford, Special Board member  
Dom De Lorio, Special Board member  
Don Adams, Creighton Manning Engineering  
Alanna Moran, Creighton Manning Engineering  
Paul Cummings, The Chazen Companies  
Tony Tozzi, Building and Planning Director  
Tom Peterson, Town Counsel

John Hartzell (attending as residence in audience)  
Two residents (attending in audience)

Special Board Chair Ruisi opened the meeting at 6:30 PM in the Town Hall meeting room. She noted that, as was previously noted during the public comment hearing conducted at the Community Center September 10<sup>th</sup>, no Agricultural Districts exist within or near the Plan study area. Tony Tozzi indicated that he confirmed this status by checking the Town's GIS map and also double-checking with the Town Assessor.

Tony Tozzi indicated that he would be pulling together all public comments received, with Roseanne Clavin, for the TB's review by the October 29, 2012 Agenda Meeting.

Paul Cummings handed out Parts 1 and 2 of the Full Environmental Assessment Form.

Don Adams noted that the DOT TIP was amended and that full funding for all Plan elements appears to be in place (exclusive of match requirements), and described how the process would proceed from present. He noted that NEPA, the federal version of SEQRA, would need to be completed. Don explained that DOT, who will be administering the grant funding, considers roundabouts to be a 'preferred' option at intersections, but that additional information will be needed prior to a final determination of whether a roundabout results as the selected options(s). Don explained that 'preliminary engineering design' of the Round Lake Road improvements will need to be completed before such information is available. He noted that preliminary engineering will get into more details that could be done under the Corridor Study, such as a determination of property lines, need for property acquisition, drainage status, updated traffic counts, and many more details.

Alanna explained why DOT considers roundabouts as 'preferred', generically. The following points were

stated:

- For 'complete streets' (which is also a DOT requirement) roundabouts slow traffic, subsequently making travel safer for pedestrians.
- Federal data indicates that signalized intersections are less safe for pedestrians.
- Signalized intersections have 16 potential points of contact with pedestrians, whereas roundabouts have only 8, and that if a vehicle/pedestrian accident does occur in a roundabout, vehicular speed is far less than at a signalized intersection, typically.
- Don Adams noted that the severity of accidents is far less at roundabouts than they are at signalized intersections, based on data from a number of sources. He noted further that reduced severity is due to traffic moving at a slower speed and generally occurring while vehicles are travelling in the same direction, as opposed to accidents at signalized intersections, where "T-Bone" accidents are more typical, and occur at higher speeds where vehicles travel at conflicting directions.
- Roundabouts are more fuel efficient because they allow traffic to continue to move and result in far less fumes from vehicles idling.
- Don Adams also noted that numerous data sources indicate the number of accidents at single lane roundabouts is fewer than at signalized intersections.

Dom De Lorio asked if it mattered whether an option is recommended by the Special Board. He suggested that, because DOT already requires that roundabouts be considered for a design intersection, is there really a need for the Special Board to make a recommendation. He also asked if the Special Board should denote why roundabouts are considered a preferred option.

The group discussed, in addition to the points noted above, the advantages and disadvantages of signalized versus roundabout intersections. Alanna noted that roundabout intersections generally provide a more balanced traffic flow.

Tony Tozzi asked what conditions could exist to result in choosing a signalized intersection rather than a roundabout intersection. Don Adams identified three intersections where roundabouts were initially considered the preferred option, but that ultimately signalized intersections were selected as the final option. For these three, issues relating to environmental concerns (wetlands), cost concerns, lack of adequate geography, etc., contributed to a final decision to design a signalized intersection.

Group discussion resulted in a general feeling that, because the Special Board had already taken a very solid look at both options and considered roundabouts to be a better option, that the details were already delineated in the Plan, and that it would be best to indicate that roundabouts are the preferred option for the TB's consideration.

The group discussed why it would be especially unwise to not select a roundabout at Chango Drive. Issues such as higher pedestrian traffic and that the Shen School personnel indicated that they preferred to see a roundabout constructed at Chango.

Tom Clavin asked about pedestrian safety. Paul Cummings, Alanna and Don replied by providing information relating to signage and crossing locations. Maggi noted that she was provided information ADA from Recreation Director Audrey Ball which suggested that moving crosswalks further away from

roundabout intersections were found to be safer for pedestrians. Paul noted that the crosswalks shown in the Plan are pulled back from the roundabout. Maggi further noted that that ADA prefers roundabouts to signalized intersections.

Paul Cummings walked the Special Board through Parts 1 and 2 of the Full Environmental Assessment Form. After reviewing the information and selected answers to potential impacts in detail, Chair Maggi Ruisi motioned to recommend Town Board review of the submitted Full Environmental Assessment Form and further recommended issuance of a negative declaration of environmental significance pursuant to SEQRA requirements. Dave Wallingford provided a second to the motion. There was no further discussion and the motion was unanimously approved by the Special Board.

Dave Wallingford moved to that the Special Board recommend to the TB that the preferred intersection option is for a roundabout and to further recommend that the TB adopt the Plan as an amendment to the Townwide Comprehensive Master Plan. Chair Maggi Ruisi provided a second to the motion. There was no further discussion and the motion was unanimously approved by the Special Board.

Tom Peterson recommended that the Special Board reply to the petition against roundabouts. The following reasons were denoted as to why the Special Board regards roundabout intersections as preferred options, per the Plan, and following full consideration of all public comments throughout the entire process:

- They are safer for both vehicles and pedestrians.
- There are fewer accidents for either or both vehicles or pedestrians.
- When accidents do occur, they result in less damage or injuries.
- They require less maintenance.
- They are more fuel efficient.
- They result in improved traffic flow.
- They are more aesthetically pleasing.
- They are safer during a power outage.
- That, regardless of the Special Board's opinion, the NYS DOT mandates that roundabouts be considered as a preferred option.

Dave Wallingford motioned to adjourn at 7:30 PM, which was seconded by Maggi and unanimously approved by the Special Board with no discussion.

Respectfully Submitted,

Tony Tozzi  
Building & Planning Director  
October 10, 2012

Attachments: None

Copies to: Round Lake Road Corridor Plan Special Board, Malta Town Board

**RESOLUTION NO. 119 - APRIL 4, 2011**

**APPOINT TOWN EXIT 11 MINI MASTER PLAN UPDATE COMMITTEE**

**Motion by: Councilperson Thomas**

**Seconded: Councilperson Hartzell**

**WHEREAS** the Town Board of the Town of Malta wishes to explore the updating of the Exit 11 Mini Master Plan; now, therefore, it is

**RESOLVED** that the Town Board of the Town of Malta be and hereby establishes the *Malta Exit 11 Min-Master Plan Update Committee* with the following mission:

**The Exit 11 Mini-Master Plan Committee shall be responsible for making recommendations to the Town Board for possible amendments of the Exit 11 Mini-Master Plan.**

**The Exit 11 Mini-Master Plan Committee with the assistance of Town staff will review the existing plan in place for Exit 11 and review changes to the Exit 11 corridor, such as the Round Lake ByPass, Rite Aid Pharmacy, Hannaford, Adirondack Trust and the new Town of Ballston residential development. The committee will also focus its efforts on traffic issues and future development for this area.**

**The Exit 11 Mini-Master Plan Committee will make written recommendations to the Town Board on whether amendments to the Exit 11 Mini-Master Plan and/or zoning are needed, and what such recommendations should be. It will use its best efforts to render these recommendations to the Town Board by September, 2011.**

**IT IS FURTHER RESOLVED** that the following persons be and they hereby are appointed as members of the *Malta Exit 11 Min-Master Plan Update Committee* for the remainder of 2011, to serve at the pleasure of the Town Board of the Town of Malta: ***Maggi Ruisi, Dave Wallingford, Dom Delorio, Tom Clavin and Mark Hamm***, and be it

**FURTHER RESOLVED** that **Maggi Ruisi** be and hereby is appointed as Chairman of the *Malta Exit 11 Min-Master Plan Update Committee* and determine its own structure, procedures and schedule.

**RESOLUTION NO. 214 – OCTOBER 3, 2011**

**ROUND LAKE ROAD CORRIDOR PLAN – APPROVE ENGINEERING PROPOSAL**

**Motion by: Councilperson Hartzell**

**Seconded: Councilperson Thomas**

**WHEREAS** the Town of Malta had established a committee to assist the Town in addressing the concerns about congestion and traffic safety on the Round Lake Road corridor; and

**WHEREAS** based upon discussions during committee meetings, the committee requested a proposal from the Town's engineer to provide professional services to assist the committee in addressing the concerns about congestion and traffic safety along the corridor; and

**WHEREAS** based upon the committee's review of the proposal received, the committee recommends to the Town Board of the Town of Malta to accept the Town's engineer proposal in the amount of \$36,055; now therefore, be it

**RESOLVED** the Town Board of the Town of Malta accepts the proposal of The Chazen Companies for an amount not to exceed \$36,055 with \$23,000 of the cost to be funded by traffic mitigation monies that have been collected as a result the Town-wide Generic Environmental Impact Statement.

**RESOLUTION NO.134 - JUNE 4, 2012**

**ACCEPT ROUND LAKE ROAD CORRIDOR PLAN**

**Motion by: Councilperson Ruisi**

**Seconded: Councilperson Klotz**

**WHEREAS** the Town Board of the Town of Malta established the *Exit 11 Mini-Master Plan Committee* whose mission was to make recommendations to the Town Board for possible amendment of the Town's Comprehensive Plan known as the Exit 11 Mini-Master Plan; and

**WHEREAS**, as per the mission statement, the *Exit 11 Mini-Master Plan Committee* with the assistance of Town staff and Chazen Engineers reviewed the existing plan in place for Exit 11 and reviewed changes to the Exit 11 corridor and environs, such as the Round Lake By-Pass, Rite Aid Pharmacy, Hannaford, Adirondack Trust and recent Town of Ballston residential development; with an emphasis on traffic issues and future development; and

**WHEREAS** the *Exit 11 Mini-Master Plan Committee* held a public workshop on the 24<sup>th</sup> day of February, 2012 and took into consideration all public comments received at that time to create *The Malta Round Lake Road Corridor Plan (2012 Comprehensive Plan Amendment)*; and

**WHEREAS** the Exit 11 Mini-Master Plan Committee presented said plan to the Town Board on the 29<sup>th</sup> day of May, 2012; now, therefore be it

**RESOLVED** that the Town Board of the Town of Malta be and hereby accepts *The Malta Round Lake Road Corridor Plan (2012 Comprehensive Plan Amendment)*; and it is further

**RESOLVED** that the Town Planning Department working with the Town Attorney advise the Town Board with respect to the Board's review and amendment of the Town of Malta Comprehensive Plan to consider incorporating the findings and recommendations of *The Malta Round Lake Road Corridor Plan (2012 Comprehensive Plan Amendment)* in whole or in part after conducting a review in accordance with New York State Town Law §272-a and the New York State Environmental Quality Review Act.

**RESOLUTION #148 - JULY 2, 2012**

**FURTHER ACTION BY EXIT 11 MINI-MASTER PLAN COMMITTEE**

**Motion by: Councilperson Klotz**

**Seconded: Councilperson Hartzell**

**WHEREAS**, by resolution enacted April 4, 2011, the Town Board of the Town of Malta appointed a Special Board pursuant to NYS Town Law §272-a to recommend possible amendments to the Town of Malta Comprehensive Plan (2005) with respect to Neighborhood #1, the “Exit 11 Mini-Master Plan Committee” (henceforth “Committee”); and

**WHEREAS** the Committee presented the Town Board with its “Malta Round Lake Road Corridor Plan (2012 Comprehensive Plan Amendment)” (henceforth “Proposed Amendment”) at the Town Board’s June 4, 2012 meeting; and

**WHEREAS** the Town Board accepted that plan with the request that the Town Planning Department meet with the Committee to discuss future action with respect to the Proposed Amendment; now, therefore, upon the recommendation of the Town of Malta Planning Department, it is

**RESOLVED** that the Committee is directed to (1) report further to the Town Board regarding the effect that adoption of the Proposed Amendment would have on the Town’s Generic Environmental Impact Statement (henceforth “GEIS”), and to make a recommendation to the Board regarding the integration of the Proposed Amendment with the GEIS; (2) to hold a public hearing as required by NYS Town Law §272-a(6)(b) with respect to the Proposed Amendment; and (3) to prepare for the Town Board draft environmental review documents with respect to the Proposed Amendment.

**PUBLIC NOTICE  
TOWN OF MALTA**

PUBLIC NOTICE IS HEREBY GIVEN, that the Town of Malta Exit 11 Mini Master Plan Committee will hold a public hearing pertaining to the Malta Round Lake Corridor Study 2012 Comprehensive Plan Amendment on the **10th day of September, 2012, at 6:00 o'clock P.M.**, at the Town of Malta David R. Meager Community Center, 1 Bayberry Drive, Malta, New York 12020 and at which hearing all persons desiring to be heard thereon will be heard.

Dated: August 31, 2012

BY ORDER OF THE TOWN  
BOARD OF THE TOWN OF MALTA  
FLO E. SICKELS, TOWN CLERK

## Comments received from public regarding Round Lake Road

(As of October 10, 2012)

1)

**From:** Steve Healy [mailto:[shealy@earthlink.net](mailto:shealy@earthlink.net)]

**Sent:** Sunday, September 23, 2012 5:18 PM

**To:** Paul Sausville

**Subject:** I like Roundabouts

Paul,

Some people are contacting you against the planned roundabouts at the intersection of Ruhle and Round Lake Road. I just want to say that I support the plan to build a roundabout there.

Steve Healy

5 Avendale Dr.

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2)

-----Original Message-----

**From:** Christopher Hayes [mailto:[chrishayes75@yahoo.com](mailto:chrishayes75@yahoo.com)]

**Sent:** Monday, September 24, 2012 12:22 AM

**To:** Paul Sausville

**Subject:** Round Lake Rd Roundabouts

Mr. Sausville,

I'm not sure what kind of feedback you are getting on the proposed roundabouts for Round Lake Rd so I wanted to send you this note.

I live in Avendale and I am 100% in favor of the roundabout at Ruhle and Round Lake Rd. I work at Global Foundries and am often stuck in traffic on the Round Lake Bypass which stems from people making a left from Round Lake Rd on to Raylinski. Yes it backs up all the way onto the bypass.

I have been receiving correspondence from residents in this area who believe more traffic studies are necessary. I am not one of those and neither is my spouse. Please do what you can to move this project forward.

Thanks,  
Christopher Hayes  
35 Avendale Dr

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3)

**From:** Pam Gannon [mailto:[pgannon@iroquois.org](mailto:pgannon@iroquois.org)]

**Sent:** Monday, September 24, 2012 8:57 AM

**To:** Paul Sausville

**Subject:** Proposed Round Lake Road Roundabouts

**To:** Supervisor Paul Sausville and the Malta Town Board,

In the interest of public safety, we the residents of the Round Lake Road Corridor, **oppose the construction of a roundabout type intersection. We prefer the continued study of traffic light controlled intersections, turning lanes and the development of concepts to provide safety to all pedestrians, bicyclists, motorists and public transportation riders, including children and citizens of all ages.**

I believe that by adding left turn lanes to Round Lake Road at Ruhle Road South and adding turning arrows to the light you would alleviate the backup from cars waiting to turn left onto Raylinsky or Ruhle Road South.

Thank you in advance for the Board's consideration in this matter.

**Pam and Walt Gannon**

Avendale Estates

6 Sienna Drive

Ballston Lake, NY 12019

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4)

**From:** [floorman77@aol.com](mailto:floorman77@aol.com) [mailto:[floorman77@aol.com](mailto:floorman77@aol.com)]

**Sent:** Monday, September 24, 2012 3:29 PM

**To:** Paul Sausville

**Subject:** The proposed Ruhle and Round Lake Rd Roundabouts

Dear Mr Sausville :

Please let this letter serve as an opinion on the proposed roundabouts at Ruhle and Round Lake Rd.

I reside at 1 Hunters Run in Ballston Lake and have lived here 8 years with my teen age son.

I've seen the traffic grow heavier over the years at this intersection, but I'm OPPOSED to the roundabout solution.

In my opinion,put the money someplace else, and change the traffic light by installing an arrow to help motorists make the turns at that corner.

Thank you,

Patricia Peabody

1 Hunters Run

Ballston Lake, NY 12019

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5)

**From:** Sandy Roberts [mailto:[winn826@mindspring.com](mailto:winn826@mindspring.com)]

**Sent:** Sunday, September 23, 2012 8:12 PM

**To:** Paul Sausville

**Subject:** Round Lake roundabouts

Mr. Sausville,

I am a resident of Avendale and am **strongly against** roundabouts at Round Lake and Rhule & Chango. As one of only 2 exits from my house (the other being Miller Rd), this effects me on a daily basis.

Left turn lanes on Round Lake at Rhule with a turn signal arrow would certainly suffice, even in the long run, AND at a fraction of the cost of a roundabout. At Chango, there could be a light.

This is a very costly project which would increase taxes even if put to a bond issue. You have to listen to the citizens of Malta!

Sincerely yours,

Sandra Roberts

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6)

**From:** Kniskern, Matthew W (GE Power & Water) [mailto:[matthew.kniskern@ge.com](mailto:matthew.kniskern@ge.com)]

**Sent:** Wednesday, September 19, 2012 12:23 PM

**To:** Audrey Ball

**Subject:** Exit 11 Comprehensive Plan

I live in the town of Malta, off Exit 11. I understand that the town had a public hearing on September 10<sup>th</sup> to discuss the plans for developing the corridor along Exit 11 (excerpt from Town Newsletter below).

Can you share with me the minutes from the meeting or any presentation material that was provided? I am curious to understand what the town has mind. I am encouraged by some of the recent developments (upgrade of shopping center, new dentist office / bank, paving of Rhule Rd.). I am still very concerned about the derelict hotel near the exit, Sunoco gas station with cars piled up out front, and some abandoned / unmaintained property on the southeast corner of Rhule Rd/Round Lake Road across from Stewarts.

Thank you for sharing what you can.

Regards,

Matt Kniskern

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7)

From: **Denise Cusack** <[dacusack@hotmail.com](mailto:dacusack@hotmail.com)>  
Date: Wed, Apr 4, 2012 at 9:29 PM  
Subject: Round Lake Road Plan  
To: [mrui@malta-town.org](mailto:mrui@malta-town.org)

I just finished reading the article in the Malta Times and was advised to go to town website to read the update from the meeting that was held on February 29.

I was unfortunately unable to attend this meeting, but about a year ago had written to the Times Union "Getting There" article about at least an arrow at the Raylinsky Round Lake Road in order to turn left onto Raylinsky. The traffic is unbelievable and in winter sometimes when a truck is going up the hill from the northway traffic gets stopped at the bottom because the light does not allow people to turn left to get to Country Knolls. Their answer was they checked with the State and their answer was "NO." The state is not responsible for that road.

In ending, I could not find anything further about the meeting of February 29. Can you tell me where on the website to find this information.

I am not in favor of Malta becoming the Town of "Roundabouts" but I do believe that the two roundabouts proposed will be a major improvement for all especially now with the Malta Mall improvements.

What is the plan?

8)

From: **Joe Habesch** <[ehabesch@nycap.rr.com](mailto:ehabesch@nycap.rr.com)>  
Date: Thu, Apr 12, 2012 at 12:10 PM  
Subject: Round Lake Road Corridore  
To: [mrui@malta-town.org](mailto:mrui@malta-town.org)

Dear Councilperson Maggi Ruisi and committee.

I'm glad to see your interest in improving the Round Lake Road Corridor and I have studied your plan. I have a suggestion which I hope you'll consider.

My wife and I are long time residents of Round Lake Road. We live at 87 Round Lake Road and my wife's grand parents moved here in 1919. Thinking about it I believe that makes our family the oldest family on Round Lake Road. Five generations of Habeschs and Herringtons have lived in this house at one time in their lives.

I would like to see the sidewalk moved to the south side of Round Lake Road.

I have several reasons why I consider the south side to be the better location.

1. All utility lines run on the north side of Round Lake Road and in the past two weeks alone I've observed a total of six bucket trucks doing maintenance on these overhead lines. Maintenance will force

pedestrians onto the roadway to get around these trucks.

2. The sidewalk will always be in direct sunlight shortening its life, and subjecting pedestrians to additional uncomfortable radiant heat.
3. If the sidewalk is located on the south side much shade already exists and more can be added to the south of this sidewalk. I've already planted trees which will eventually shade a sidewalk located on the south side of Round Lake Road and would allow more to be planted on my property if needed.
4. The sidewalk would be on the inside of the turn and require less material to complete.
5. More homes are located on this side of the street, as is mine. You would force us to cross Round Lake Road twice or continue to walk on the shoulder as we do now.
6. Anyone living on the north side will have to cross the street anyway to get to the Malta Mall. Pedestrians living in Carlyle Court would also have to cross.

Sincerely, Emil M. Habesch, Jr.

9)

From: **Matt Kopans** <[mkopans@gmail.com](mailto:mkopans@gmail.com)>

Date: Thu, Mar 29, 2012 at 8:05 PM

Subject: Exit 11 Corridor Plan Comments

To: [mruisi77@gmail.com](mailto:mruisi77@gmail.com)

Cc: Tara Thomas <[tarathomasdesign@gmail.com](mailto:tarathomasdesign@gmail.com)>

Ms. Ruisi,

Tara Thomas suggested I contact you with my suggestions on the Exit 11 Corridor plan.

Currently, turning left on Round Lake Road from the Northway southbound is VERY difficult. There needs to be either a rotary (better) or a light (not bad) at that intersection.

The corner of Ray Linski and Round Lake Road already has a light and doesn't really need a rotary, does it?

Also, I really hope you make it easy to walk from the Village of Round Lake to the west side of the northway!

Thanks,

Matt Kopans

11 2nd Street

Round Lake, NY 12151

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10)

From: **tom derkowski** <[taderk@gmail.com](mailto:taderk@gmail.com)>

Date: Sat, Mar 24, 2012 at 11:51 AM

Subject: Round Lake Road Corridor Planning

To: [mruisi@malta-town.org](mailto:mruisi@malta-town.org)

I attended the Feb. 29 meeting on the "improvements" to Round Lake road. A list of my thoughts:

- 1) First, there should be a strong need for any change, which in my 22 years living in the area

and using that road on almost a daily basis, there is no strong need. Most people only use that area during the morning and evening peak commuting hours and what traffic and/or backups that occur are small and very temporary. People who complain should take notice that at those peak times all roads have heavy traffic and backups. It's a sign of the times when we have single occupant vehicles, multiple vehicle households with multiple wage earners, all using the roads at approximately the same times.

2) The Spotlight newspaper mentioned several accidents in the area. How many accidents and compared to other roads and intersections, is it higher, or just a "normal accident rate"? The town should not have a knee jerk reaction that every time there is an accident something has to be done, a stop sign, roundabout, or traffic signal added. An example, the intersection of Chango Drive & Raylinsky Road was a 2-way stop for years, then because one person (a neighbor of mine who was not a particularly good driver) caused a couple of accidents, the intersection was made a 4-way stop. People in the neighborhood knew a 4-way stop was unneeded, but we are forever stuck with it, even though the only person who had a problem there has long since left the area. There should also be an inquiry into the number of traffic tickets issued in the area. Perhaps more sheriff patrols and ticketing could cut down on bad driving behavior and accidents. I have noticed many people failing to stop at stop signs, especially at the end of the exit ramps from the Northway. Installing a traffic light in place of the stop sign will only mean those drivers who run a stop sign will now run the light if it's red, or fail to stop first before making a right turn, which will mean the same problem will exist. The southbound exit ramp at exit 11 should have the end of the ramp redesigned with possibly an island to separate traffic into left and right turn lanes and realigning it with better signage all intending to force drivers to slow down and stop before making a turn.

3) Roundabouts result in *more* accidents. When the roundabout was being installed at the intersection of Route 9 at exit 12 of the Northway, I called the state D.O.T. and talked with the engineer of the project and was informed that they anticipated more accidents to occur there than if it was a standard intersection with a traffic signal, but they figured they had the potential of being less critical impacts.

4) Curb bump-outs are hazardous for normal drivers, and pose an even bigger problem for commercial trucks, buses, and emergency vehicles, and a nightmare for snowplows. Before the town considers this option, they should talk with people who have driven down State street in Schenectady. I grew up in Schenectady and still visit friends there and when State street was remodeled and narrowed in places, it made driving down the hill between Nott Terrace and Erie Boulevard a scary experience especially at night or when raining, when curbing is not easily visible.

5) The proposed raised median nobody wants and should be replaced by a center turn median or a couple of left turn lanes, one at the entrance to Hannaford and another at the intersection of Chango Drive. A roundabout at the Chango Drive/Round Lake Road intersection would be too problematic because of the length of the school buses and tractor trailers who will frequent turning there.

6) As much as I hate roundabouts, one at the intersection of Rayinsky Road, Ruhle Road, and Round Lake Road could work, but only if it is plenty large enough to safely accommodate the school buses and 18 wheel trucks that will frequently be using it on their deliveries to Hannaford

and other businesses in the area. I have seen the problems those trucks have with the roundabouts at exit 12, having to slow to a crawl because they have to ride over the top of the roundabout. Also, as the member of the Round Lake fire department pointed out at the meeting, with a traffic light at the intersection, fire trucks can maneuver around stopped traffic but they will not be able to do that if there is a roundabout. It seems just slightly widening the intersection so that a left turn lane into Raylinsky Road would be just as helpful.

7) Planting trees along the road will lead to maintenance problems, cleanup of leaves, trimming, possible root damage to pavement and sidewalks, etc. The trees will also block the street view of businesses who are already challenged to have their signs readable by ordinances. I recently tried to find the CVS on Route 9 across from the Price Chopper at exit 12 of the Northway and drove by it because the business was too close to the road to have a sign in front and the sign was placed approximately 25 feet down their entrance road. Businesses need to be easily seen since signage is so restricted.

8) If improvement in traffic flow is the intent, then elimination of traffic lights should be a priority. As federal and state legislation was passed years ago, such as the right-on-red law, to improve the movement of traffic to cut down on fuel consumption, we should not take steps backward which cause traffic to stop and idle. The traffic lights at the intersections of Eastline Road/Round Lake Road and the northbound exit ramp at exit 11 should be replaced with roundabouts. Both intersections have lights that function 24/7 regardless of traffic volume. One of the biggest advantages roundabouts have over a traffic signals is they require no electric, so even during a power outage, which are becoming more frequent, they still function.

9) Sidewalks are nice, but not a necessity, especially in areas where very few people walk or ride bicycles. A higher priority should be adequately wide driving and turning lanes. If, after turning lanes are added, there is sufficient room, then a multipurpose bicycle /walking lane or path should be added. Only minimal street lighting should be considered, if any, because it is a luxury that adds ongoing expense to the town and would it would take away from the country atmosphere of the area.

10) I like our area and don't want drastic changes. I think a few tweaks to improve the ability to make left turns along Round Lake road is all that is needed. I don't want to see money spent to beautify the roadway for the benefit of commuters from neighboring towns. When it comes to spending public funds, only that which is necessary should be done.

Thank You,

Tom Derkowski  
Country Knolls  
7 Northwest Pass  
Ballston Lake, N.Y. 12019  
[taderk@gmail.com](mailto:taderk@gmail.com)

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11)

From: **jkgrace** <[jkgrace@gracegroup.com](mailto:jkgrace@gracegroup.com)>

Date: Sun, Sep 16, 2012 at 8:54 AM

Subject: Round Lake Road

To: [mrui@malta-town.org](mailto:mrui@malta-town.org)

Maggi Ruisi, Town Councilwoman:

My husband and I would like to express our support for roundabouts on Round Lake Rd. and more importantly for the 5 million dollars that is allocated to fund this project. Please let us know what we can do to support this endeavor.

Thank You for your tireless work on behalf of the residents of Malta.

Sincerely,

Kevin & Jennifer Grace

Knolls 11

12)

From: [desmiel@juno.com](mailto:desmiel@juno.com) <[desmiel@juno.com](mailto:desmiel@juno.com)>

Date: Fri, Sep 14, 2012 at 5:46 PM

Subject: procuring funds for improvement of Round Lake Road

To: [mruiis@malta-town.org](mailto:mruiis@malta-town.org)

It has come to my attention the town is trying to procure funds for improving the movement of traffic on Round Lake Road and the intersection of Rühle/Raylinsky and also Chango. I feel something desperately needs to be done and I am definitely in favor of the town receiving funding to move forward to relieve the traffic congestion in this area.

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13)

From: **Floria Lowin** <[flowin@malta-town.org](mailto:flowin@malta-town.org)>

Date: Tue, Sep 11, 2012 at 2:57 PM

Subject: Round Lake Corridor Plan

To: Maggi Ruisi <[mruiis@malta-town.org](mailto:mruiis@malta-town.org)>

Maggi,

Unfortunately, I was unable to attend the Round Lake Corridor Plan public comment session last night. I am in full support of the need to secure funding from the State to improve the traffic congestion on Round Lake Road. I believe that the plan will enhance the quality of life at the Exit 11 area and along Round Lake Road.

As a resident of Malta and the Exit 11 corridor, for over 15 years, I am deeply concerned that the voice of a few residents, which are not in favor of roundabouts, will derail the project. I urge you and the Committee to keep an open mind and to continue to work toward securing funding to improve the flow of the traffic on Round Lake Road. I also support a design that includes roundabouts on Round Lake Road. Thank you for your sincere consideration to this important improvement to the Round Lake Corridor.

Sincerely,

Floria Lowin  
3 Hudson Court  
Malta, NY 12019

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14)

From: **Joe Habesch** <[ehabesch@nycap.rr.com](mailto:ehabesch@nycap.rr.com)>  
Date: Thu, Apr 12, 2012 at 12:10 PM  
Subject: Round Lake Road Corridore  
To: [mruisi@malta-town.org](mailto:mruisi@malta-town.org)

Dear Councilperson Maggi Ruisi and committee.

I'm glad to see your interest in improving the Round Lake Road Corridor and I have studied your plan. I have a suggestion which I hope you'll consider.

My wife and I are long time residents of Round Lake Road. We live at 87 Round Lake Road and my wife's grand parents moved here in 1919. Thinking about it I believe that makes our family the oldest family on Round Lake Road. Five generations of Habeschs and Herringtons have lived in this house at one time in their lives.

I would like to see the sidewalk moved to the south side of Round Lake Road.

I have several reasons why I consider the south side to be the better location.

1. All utility lines run on the north side of Round Lake Road and in the past two weeks alone I've observed a total of six bucket trucks doing maintenance on these overhead lines. Maintenance will force pedestrians onto the roadway to get around these trucks.
2. The sidewalk will always be in direct sunlight shortening its life. and subjecting pedestrians to additional uncomfortable radiant heat.
3. If the sidewalk is located on the south side much shade already exists and more can be added to the south of this sidewalk. I've already planted trees which will eventually shade a sidewalk located on the south side of Round Lake Road and would allow more to be planted on my property if needed.
4. The sidewalk would be on the inside of the turn and require less material to complete.
5. More homes are located on this side of the street, as is mine. You would force us to cross Round Lake Road twice or continue to walk on the shoulder as we do now.
6. Anyone living on the north side will have to cross the street anyway to get to the Malta Mall. Pedestrians living in Carlyle Court would also have to cross.

Sincerely, Emil M. Habesch, Jr.

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15)

From: **Matt Kopans** <[mkopans@gmail.com](mailto:mkopans@gmail.com)>  
Date: Thu, Mar 29, 2012 at 8:05 PM  
Subject: Exit 11 Corridor Plan Comments  
To: [mruisi77@gmail.com](mailto:mruisi77@gmail.com)

Cc: Tara Thomas <[tarathomasdesign@gmail.com](mailto:tarathomasdesign@gmail.com)>

Ms. Ruisi,

Tara Thomas suggested I contact you with my suggestions on the Exit 11 Corridor plan.

Currently, turning left on Round Lake Road from the Northway southbound is VERY difficult. There needs to be either a rotary (better) or a light (not bad) at that intersection.

The corner of Ray Linski and Round Lake Road already has a light and doesn't really need a rotary, does it?

Also, I really hope you make it easy to walk from the Village of Round Lake to the west side of the northway!

Thanks,  
Matt Kopans  
11 2nd Street

Round Lake, NY 12151

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16)

From: **tom derkowski** <[taderk@gmail.com](mailto:taderk@gmail.com)>

Date: Sat, Mar 24, 2012 at 11:51 AM

Subject: Round Lake Road Corridor Planning

To: [mruiis@malta-town.org](mailto:mruiis@malta-town.org)

I attended the Feb. 29 meeting on the "improvements" to Round Lake road. A list of my thoughts:

1) First, there should be a strong need for any change, which in my 22 years living in the area and using that road on almost a daily basis, there is no strong need. Most people only use that area during the morning and evening peak commuting hours and what traffic and/or backups that occur are small and very temporary. People who complain should take notice that at those peak times all roads have heavy traffic and backups. It's a sign of the times when we have single occupant vehicles, multiple vehicle households with multiple wage earners, all using the roads at approximately the same times.

2) The Spotlight newspaper mentioned several accidents in the area. How many accidents and compared to other roads and intersections, is it higher, or just a "normal accident rate"? The town should not have a knee jerk reaction that every time there is an accident something has to be done, a stop sign, roundabout, or traffic signal added. An example, the intersection of Chango Drive & Raylinsky Road was a 2-way stop for years, then because one person (a neighbor of mine who was not a particularly good driver) caused a couple of accidents, the intersection was made a 4-way stop. People in the neighborhood knew a 4-way stop was unneeded, but we are forever stuck with it, even though the only person who had a problem there has long since left the area. There should also be an inquiry into the number of traffic tickets issued in the area. Perhaps more sheriff patrols and ticketing could cut down on bad driving behavior and accidents. I have noticed many people failing to stop at stop signs, especially at the end of the exit ramps

from the Northway. Installing a traffic light in place of the stop sign will only mean those drivers who run a stop sign will now run the light if it's red, or fail to stop first before making a right turn, which will mean the same problem will exist. The southbound exit ramp at exit 11 should have the end of the ramp redesigned with possibly an island to separate traffic into left and right turn lanes and realigning it with better signage all intending to force drivers to slow down and stop before making a turn.

3) Roundabouts result in *more* accidents. When the roundabout was being installed at the intersection of Route 9 at exit 12 of the Northway, I called the state D.O.T. and talked with the engineer of the project and was informed that they anticipated more accidents to occur there than if it was a standard intersection with a traffic signal, but they figured they had the potential of being less critical impacts.

4) Curb bump-outs are hazardous for normal drivers, and pose an even bigger problem for commercial trucks, buses, and emergency vehicles, and a nightmare for snowplows. Before the town considers this option, they should talk with people who have driven down State street in Schenectady. I grew up in Schenectady and still visit friends there and when State street was remodeled and narrowed in places, it made driving down the hill between Nott Terrace and Erie Boulevard a scary experience especially at night or when raining, when curbing is not easily visible.

5) The proposed raised median nobody wants and should be replaced by a center turn median or a couple of left turn lanes, one at the entrance to Hannaford and another at the intersection of Chango Drive. A roundabout at the Chango Drive/Round Lake Road intersection would be too problematic because of the length of the school buses and tractor trailers who will frequent turning there.

6) As much as I hate roundabouts, one at the intersection of Rayinsky Road, Ruhle Road, and Round Lake Road could work, but only if it is plenty large enough to safely accommodate the school buses and 18 wheel trucks that will frequently be using it on their deliveries to Hannaford and other businesses in the area. I have seen the problems those trucks have with the roundabouts at exit 12, having to slow to a crawl because they have to ride over the top of the roundabout. Also, as the member of the Round Lake fire department pointed out at the meeting, with a traffic light at the intersection, fire trucks can maneuver around stopped traffic but they will not be able to do that if there is a roundabout. It seems just slightly widening the intersection so that a left turn lane into Raylinsky Road would be just as helpful.

7) Planting trees along the road will lead to maintenance problems, cleanup of leaves, trimming, possible root damage to pavement and sidewalks, etc. The trees will also block the street view of businesses who are already challenged to have their signs readable by ordinances. I recently tried to find the CVS on Route 9 across from the Price Chopper at exit 12 of the Northway and drove by it because the business was too close to the road to have a sign in front and the sign was placed approximately 25 feet down their entrance road. Businesses need to be easily seen since signage is so restricted.

8) If improvement in traffic flow is the intent, then elimination of traffic lights should be a priority. As federal and state legislation was passed years ago, such as the right-on-red law, to improve the movement of traffic to cut down on fuel consumption, we should not take steps

backward which cause traffic to stop and idle. The traffic lights at the intersections of Eastline Road/Round Lake Road and the northbound exit ramp at exit 11 should be replaced with roundabouts. Both intersections have lights that function 24/7 regardless of traffic volume. One of the biggest advantages roundabouts have over a traffic signals is they require no electric, so even during a power outage, which are becoming more frequent, they still function.

9) Sidewalks are nice, but not a necessity, especially in areas where very few people walk or ride bicycles. A higher priority should be adequately wide driving and turning lanes. If, after turning lanes are added, there is sufficient room, then a multipurpose bicycle /walking lane or path should be added. Only minimal street lighting should be considered, if any, because it is a luxury that adds ongoing expense to the town and would it would take away from the country atmosphere of the area.

10) I like our area and don't want drastic changes. I think a few tweaks to improve the ability to make left turns along Round Lake road is all that is needed. I don't want to see money spent to beautify the roadway for the benefit of commuters from neighboring towns. When it comes to spending public funds, only that which is necessary should be done.

Thank You,

Tom Derkowski  
Country Knolls  
7 Northwest Pass  
Ballston Lake, N.Y. 12019  
[taderk@gmail.com](mailto:taderk@gmail.com)

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17)

On Thu, Mar 1, 2012 at 12:18 AM, <[tdeerfil@nycap.rr.com](mailto:tdeerfil@nycap.rr.com)> wrote:

Dear Maggie,

I was able to attend the meeting, but I came late. I live in Heartwood estates and I did not realize until I came home and looked at the plan on line that the (yellow) spot on the map was virtually my back yard. Possible future access location? what does this mean. Shame on me for not doing my homework and being more prepared to ask questions. I did hear them say that Cedarwood would not be involved.

What exactly is possible future access location what does that mean?

Thank You Thomasine Deerfield

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18)

Maggi,

I am not able to be at the workshop tomorrow night, but want to add my two cents.

I live on Nortwood Court, just off off Cedarwood, which is off of Round Lake Road. Making a left on Round Lake Rd. gets more difficult each day and I expect it to get worse once Hannaford is open and there is more traffic on the road. The plan does nothing for the Cedarwood or Hearthwood interchanges. Therefore all living in Hearthwood would have continued difficulty getting out, especially heading East on Round Lake. I worry most about the older folks in the senior apartments here.

Also, although I love the use of roundabouts, I do not think that they will keep the pedestrians safe who will try to cross from the North side to the Hanaford plaza, especially the seniors who are directly across the road. I work in downtown Albany where there are plenty of pedestrian cross walks marked on the pavement and with signs and 9 times out of 10 a car will not stop for a pedestrian (me) in the crosswalk. Unless the speed limit is going to be reduced to 25MPH, I don't think a pedestrian will be safe crossing the road. I've done it a few times walking home from the park and ride and it was frightening.

Having sidewalks would be great. I would certainly use them to get to the park n ride - unless it is moved!

That's it. Hope the weather doesn't ruin the workshop.

Maureen Murphy  
8 Northwood Ct.  
Ballston Lake, NY 12019

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19)

From: **Bob Reinhart** <[rervf23@nycap.rr.com](mailto:rervf23@nycap.rr.com)>  
Date: Mon, Feb 27, 2012 at 6:24 PM  
Subject: Round Lake Road corridor improvements  
To: [mruisi@malta-town.org](mailto:mruisi@malta-town.org)

I have been looking over the plans for the Round Lake Road improvements and am in agreement fully. This stretch of road has become very hazardous due to the increase in traffic. However, I am wondering why the improvements do not cover the intersection of Round Lake Road and East Line Roads. This intersection is also a bottleneck, especially during morning and evening rush hours. At the very least, turning lanes should be built there with turning arrows on the traffic control signal. This intersection is also a part of the Round Lake corridor and is also in need of improvement.

Bob Reinhart  
Malta, NY

[rervf23@nycap.rr.com](mailto:rervf23@nycap.rr.com)

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20)

From: **Beth Peek** <[bep712@aol.com](mailto:bep712@aol.com)>  
Date: Sun, Feb 26, 2012 at 11:05 AM  
Subject: ROUND LAKE RD CORRIDOR TRAFFIC CIRCLE PROPOSAL  
To: [mruisi@malta-town.org](mailto:mruisi@malta-town.org), [pklotz@malta-town.org](mailto:pklotz@malta-town.org), [tthomas@malta-town.org](mailto:tthomas@malta-town.org),  
[bep712@aol.com](mailto:bep712@aol.com)

Good Morning,

I am sending this email to you because I am unable to attend the Public Workshop

scheduled for February 29th at Round Lake Fire Dept. but I still want to have my opinion heard regarding the proposal of adding two traffic circles on Round Lake Road.

I live on Round Lake Road. I grew up in this area and my family has owned land here for decades. I DO NOT want to see any round-a-bouts put in on Round Lake Road. I find them confusing and congestive. I (like almost everyone else I know) avoid them at all costs!! I do not drive to Malta now because of the current circles. I feel bad too because I know there are business I would patron.

I was so excited to hear that Hannaford was going to reopen a grocery store in the old Grand Union space. My excitement has now turned to disappointment. This is all due to your proposal of the round-a-bouts. I absolutely hate them. I can honestly say that if they are put in; I would rather drive to Clifton Park or Glenville for groceries. That is saying alot considering I live less than 2 miles from the new Hannaford.

Do you realize the amount of elderly people that live in this area? Do you actually think it's a safe idea for them? I know my 83 yr old mother (who also lives on Round Lake Rd) would not be able to navigate one round-a-bout safely...and you're proposing two?? That is insane.

I realize we have new developments coming into the area (I am also opposed to the developments...not additional housing...just the development concept.) and it will result in more congestion but there *has* to be a better way. I see so much room between the road-sidewalk-parking lot...why can there te a center turn lane? You have enough room for the circles, why not a turn lane?

The addition of Hannaford is an excellent move. I certainly hope that if you go forward with the round-a-bouts, you don't accidentally lower their opportunity for customers! I for one will not patron it...just because I of the traffic circles.

**PLEASE RECONSIDER THIS PROPOSAL!**

Thank you for your time and consideration.

Beth Hatlee Peek  
217 Round Lake Rd  
21)

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From: **Ronzo** <[ronzo@podrazik.com](mailto:ronzo@podrazik.com)>  
Date: Sat, Feb 11, 2012 at 11:23 AM  
Subject: Roundabouts  
To: [mrui@malta-town.org](mailto:mrui@malta-town.org)

Dear Ms. Ruisi:

I cannot attend the February 29 meeting regarding roundabouts on Round Lake Rd. so here is my input.

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I live in the Avendale neighborhood off Ruhle Rd. South. I am very strongly in favor of building roundabouts as a form of traffic control. My opinion is that in these particular locations on Round Lake Rd. single lane roundabouts would better serve traffic flow. Roundabouts have proven to be effective in many places where they've been in use for several years, and most recently here in New York.

The traffic tie-ups due to no left turning lanes not only backup traffic, but in this case causes people to "cut through" the Stewarts parking lot during the most busy traffic times. I witness the "cut throughs" almost daily with people too impatient to wait until they can make a right turn onto Ruhle Rd. South. Other pass the waiting vehicle on the right shoulder when there is oncoming traffic making a left turn onto Ruhle Rd. During low traffic times, the wait time for the traffic control sensor to activate the green signal facing Ruhle Rd. and Raylinsky Rd. seems excessive and causes some people to get impatient. A roundabout eliminates those situations.

I am also in favor of the "complete street" design as you call it. This is the first suburban area where I have lived that doesn't have sidewalks. But I do realize that not too many years ago this area was rural farms.

Thank you for considering my input.

Ron Podrazik  
9 Lindenwood Dr.  
22)

From: **Chuck Schwartz** <[pastorchuck@nycap.rr.com](mailto:pastorchuck@nycap.rr.com)>  
Date: Mon, Feb 20, 2012 at 5:25 PM  
Subject: Corridor Planning Committee meeting-Feb. 29  
To: [mrui@malta-town.org](mailto:mrui@malta-town.org)  
Cc: [clown1M@nycap.rr.com](mailto:clown1M@nycap.rr.com)

I received your notice of this committee meeting while we are vacationing in a sunny, 68 degree part of the US. I am so glad that it was forwarded to us.

We live in Hearthwood Estates and use the Hearthwood Drive exit/entrance all of the time. It has become very difficult to exit here at this time. I believe that turn lanes at Hearthwood Drive entrance are quite necessary. With Malta Mall in renovation, the traffic will become more intense, also.

Round Lake Road and Ruhle Road is a very congested intersection, also. There have been accidents there because of the turn issue and a non-existence of a turn lane.

I am VERY pleased to see that there are sidewalks on this road now. It has been very dangerous to walk on the edge of the highway in the past. This way children on bikes, etc, can walk/ride with their families to Stewart's for ice cream or to Dan's miniature golf/ice cream.

We are very anxious to hear about this progress in the future. I hope we will be able to

receive communication, either by email or hard copy.

Mary and Chuck Schwartz  
Cedarwood Drive  
Ballston Lake  
Pastor Chuck Schwartz, Dean  
Hudson-Mohawk Conference  
Upstate New York Synod  
Evangelical Lutheran Church of America  
518.899.9442  
[pastorchuck@nycap.rr.com](mailto:pastorchuck@nycap.rr.com)

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23)

From: <[mbraaten@nycap.rr.com](mailto:mbraaten@nycap.rr.com)>  
Date: Fri, Feb 24, 2012 at 6:28 PM  
Subject: Proposed roundabouts at Exit 11  
To: [mrui@malta-town.org](mailto:mrui@malta-town.org)

Dear Ms. Ruisi,

I will be out of town on business next Wednesday, so I will be unable to attend the public hearing about the proposed traffic "improvements" in the Exit 11 area.

I appreciate the opportunity to give you this input via email.

I live on Lucille Lane in Burton Meadows. My wife and I frequently walk and bicycle in the Exit 11 area. In my experience the existing traffic light at Ruhle Road is absolutely essential to allow safe crossing of Round Lake Road to reach the Rite Aid and Trustco Bank on the other side. The problem with traffic at this intersection is simply due to the lack of a turning lane in both directions on Round Lake Road at this intersection. This lack of a turning lane is what causes the traffic backups, not the traffic light. True, a roundabout may improve traffic flow on Round Lake Road, but it will make it impossible for pedestrians or cyclists to cross the road safely when there are no breaks in traffic at busy times. It will also make it very difficult to exit the Rite Aid, Trustco Bank, or other businesses in that area onto Round Lake Road at these times.

There are already far too many roundabouts in Malta – the Exit 12 corridor is already marred by their presence and is absolutely unsafe to walk or cycle in at busy times. Just try to cycle from East Line Road to Rt 9 on Route 67 between 4:00 and 5:00 pm any weekday – I did it once – never again - you absolutely are taking your life in your hands. Apparently no thought was given to either pedestrians or cyclists when the road was built. And the Rt 9 / Rt 67 roundabout is the worst of all. Recently released traffic statistics reported in the Times Union showed a dramatic increase in the number of accidents there I can speak from experience – my car was rear-ended at this roundabout just three weeks ago when I yielded to traffic in the circle and was struck from behind by a driver from Cohoes who "was not familiar with traffic circles". More than \$900 damage was caused to my car. In the past two years I have also had two near misses at the same traffic circle there when cars entering the circle did not yield to me when I was already in it and had the right of way. As much as I can I avoid this area and we shop at Exit 9 in Clifton Park instead.

Enough is enough! It's bad enough when NY State DOE forced roundabouts on our town. These are the same people that built superhighways that blocked the view of Niagara Falls and

destroyed the Albany waterfront, so what can you expect. It's another thing altogether when our elected officials go along. Please think of the safety of pedestrians and cyclists who live in this area and speak up against this misguided proposal.

Say YES to turning lanes. Say NO, NO, NO to a roundabout at Round Lake and Ruhle Roads.  
Thank you.

Sincerely,

Mark E. Braaten  
16 Lucille Lane  
Ballston Lake, NY 12019

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