HOOSICK ROAD CORRIDOR STUDY

Appendices

March 2024

Prepared for:

Town of Brunswick

Capital Region Transportation Council

By:

Creighton Manning

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List of Appendices

Appendix A - Environmental Justice

Environmental Justice

Introduction

Per federal requirements, the Capital Region Transportation Council undertakes an analysis of Environmental Justice in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives to evaluate if transportation concepts and recommendations impact Environmental Justice populations. Impacts may be defined as those that are positive, potentially negative, and neutral as described in the Transportation Council's Environmental Justice Analysis document, dated March 2020. The goal of this analysis is to ensure that both the positive and negative impacts of transportation planning conducted by the Transportation Council, and its member agencies are fairly distributed and that defined Environmental Justice populations do not bear disproportionately high and adverse effects.

This goal has been set to:

- Ensure the Transportation Council's compliance with Title VI of the Civil Rights Act of 1964, which states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance,"
- Assist the United State Department of Transportation's agencies in complying with Executive Order 12898 stating, "Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."
- Address FTA C 4702.1B TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS, which includes requirements for MPOs that are some form of a recipient of FTA.

Data and Analysis

Transportation Council staff created demographic parameters using data from the 2013-2017 American Community Survey (ACS). Threshold values were assigned at the census tract level to identify geographic areas with significant populations of minority or low-income persons. Tracts with higher than the regional percentage of low-income or minority residents are identified as Environmental Justice populations.

Minority residents are defined as those who identify themselves as anything but white only, not Hispanic or Latino. Low-income residents are defined as those whose household income falls below the poverty line.

The transportation patterns by race/ethnicity, income, age, English ability, disability status, and sex in the Transportation Council's planning area are depicted in table III-2 through III-7, using the commute to work as a proxy for all travel. The greatest difference between the defined minority and non-minority population is in the Drive Alone and Transit categories: The minority population is almost 20% less likely to drive alone, 11% more likely to take transit, and is also more likely to walk and carpool. The defined low-income population and the non-low-income population follow the same trend, with the low-income

population 20% less likely to drive alone, 10% more likely to commute via transit, and more likely to walk and carpool. Other categories showed a lesser difference.

Table 1: Commute Mode by Race/Ethnicity

By Race/Ethnicity	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
All Workers (16+)	80.0%	7.6%	3.7%	1.2%	3.4%	4.1%
White Alone Not Hispanic or Latino	83.3%	6.9%	1.8%	1.0%	2.7%	4.2%
Minority	**63.8%**	11.0%	**12.9%**	2.0%	7.0%	3.3%

Table 2: Commute Mode by Income

By Income	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
At/Above 100% Poverty Level	81.8%	7.4%	3.2%	1.1%	2.6%	3.9%
Below 100% Poverty Level	**61.3%**	11.3%	**13.2%**	2.4%	8.8%	3.0%

Table 3: Commute Mode By Age

By Age	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
16-19 Years	**59.9%**	**16.2%**	4.3%	2.9%	**13.0%**	3.8%
20-64 Years	80.8%	7.4%	3.7%	1.1%	3.1%	3.9%
65+ years	80.7%	5.0%	2.9%	1.3%	2.5%	7.6%

Table 4: Commute Mode by English Ability

By English Ability	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Speak English Very Well	70.3%	11.7%	4.8%	1.8%	7.0%	4.4%
Speak English Less than Very Well	65.6%	14.3%	8.3%	1.2%	7.4%	3.2%

Table 5: Commute Mode by Disability

By Disability Status*	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Without any Disability	80.7%	7.4%	3.5%	1.1%	3.4%	4.0%
With a Disability	**71.1%**	11.2%	6.7%	2.4%	4.3%	4.3%

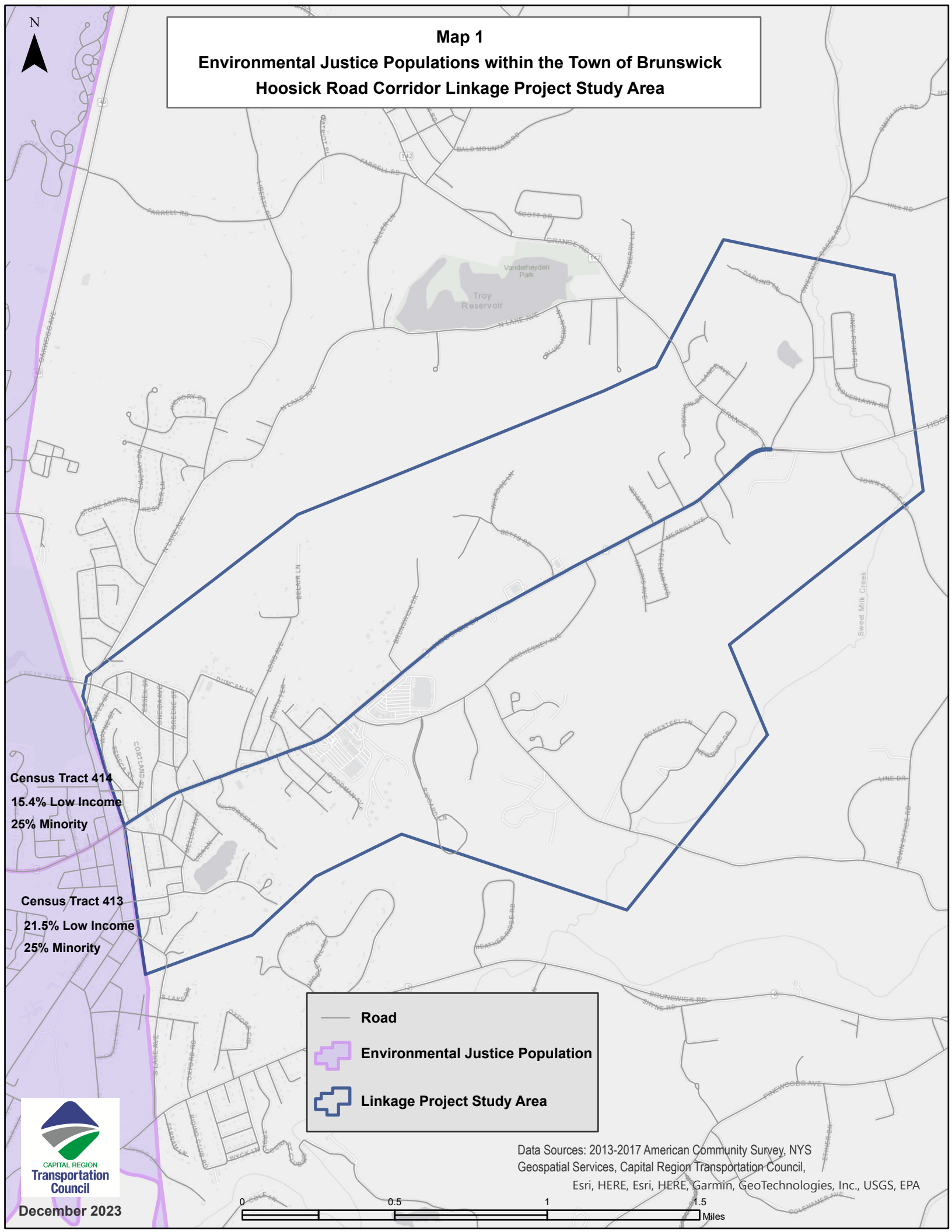
Table 6: Commute Mode by Sex

By Sex**	Drive Alone	Carpool	Transit	Other	Walk	Work at Home
Male	80.1%	7.5%	3.4%	1.5%	3.7%	3.9%
Female	80.2%	7.8%	3.9%	0.9%	3.1%	4.3%

*Data is from the American Community Survey 2017 5-year estimates, tables S0802, B08105H, B08101, B08122, S0801, B08113, and S1811. Other includes taxi, motorcycle, and bicycle.

**Data for sex and disability status include all people in Albany, Rensselaer, Saratoga, and Schenectady Counties.

Map 1 provides an overview of the Hoosick Road Corridor Study's study area. The Hoosick Road Corridor Study's study area does not include Environmental Justice areas based on the study area Census Tracts. The area bordering the western side of the study is an Environmental Justice area with higher than regional percentage of both low-income and minority populations. The two adjacent census tracts' population is 15.4% and 21.5% low income and the population in both census tracts is 25% minority.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Map 1
Environmental Justice Populations within the Town of Brunswick
Hoosick Road Corridor Linkage Project Study Area
Census Tract 414
15.4% Low Income
25% Minority
Census Tract 413
21.5% Low Income
25% Minority
Road
Environmental Justice Population
Linkage Project Study Area
Data Sources: 2013-2017 American Community Survey, NYS Geospatial Services, Capital Region Transportation Council, Esri, HERE, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA
0
0.5
1
1.5
Miles
CAPITAL REGION Transportation Council
December 2023

Consideration for including these low-income and minority populations in the planning process was given in the following ways:

- The Internet was used to display and advertise information about the study.
- Social media was used to provide information and input opportunities.
- Two formal public participation opportunities were provided. The first public participation period occurred early in the study, following completion of the 'Existing Conditions' report and before the development of any corridor concepts. During this period, public input was collected on safety and mobility challenges experienced on the study corridor as well as desired study outcomes. The second public participation period occurred later in the study, after the draft Concept Report was prepared, to collect public feedback on the proposed concepts and recommendations.
- Public comment was accepted throughout the study process via online surveys, community pop-up events, comment forms, social media, and Study Advisory Committee meetings.
- Final products will be posted to the Transportation Council's website, the Town of Brunswick website and on social media.

Conclusion

The Hoosick Road Corridor Study's study area is in a census tract with a lower than regional percentage of minority and low-income residents. However, adjacent Census tracts do have a higher than regional percentage of both low-income and minority residents. The Transportation Council defines plans and projects which primarily focus on maintaining automobile infrastructure as neutral. As the primary purpose of the Hoosick Road Corridor Study is to develop a signal timing upgrade plan and develop better multi-modal connections, it has been determined that the Hoosick Road Corridor Study will have a neutral impact on the affected populations. The Study makes recommendations for signal optimization, land use, access management and streetscape improvements, and pedestrian- bicycle facilities and transit improvements which, if implemented, will have neutral effects for Environmental Justice populations adjacent to the study area.

Limited English Proficiency

Introduction

Inclusive public participation is a priority consideration in Transportation Council-sponsored plans, studies, and programs. Understanding and involvement are encouraged throughout the process. The Transportation Council encourages input from all stakeholders and ensures that all segments of the population, including those that do not speak English as their primary language and who have a limited ability to speak, read, write, or understand English, have the opportunity to be involved in the transportation planning process.

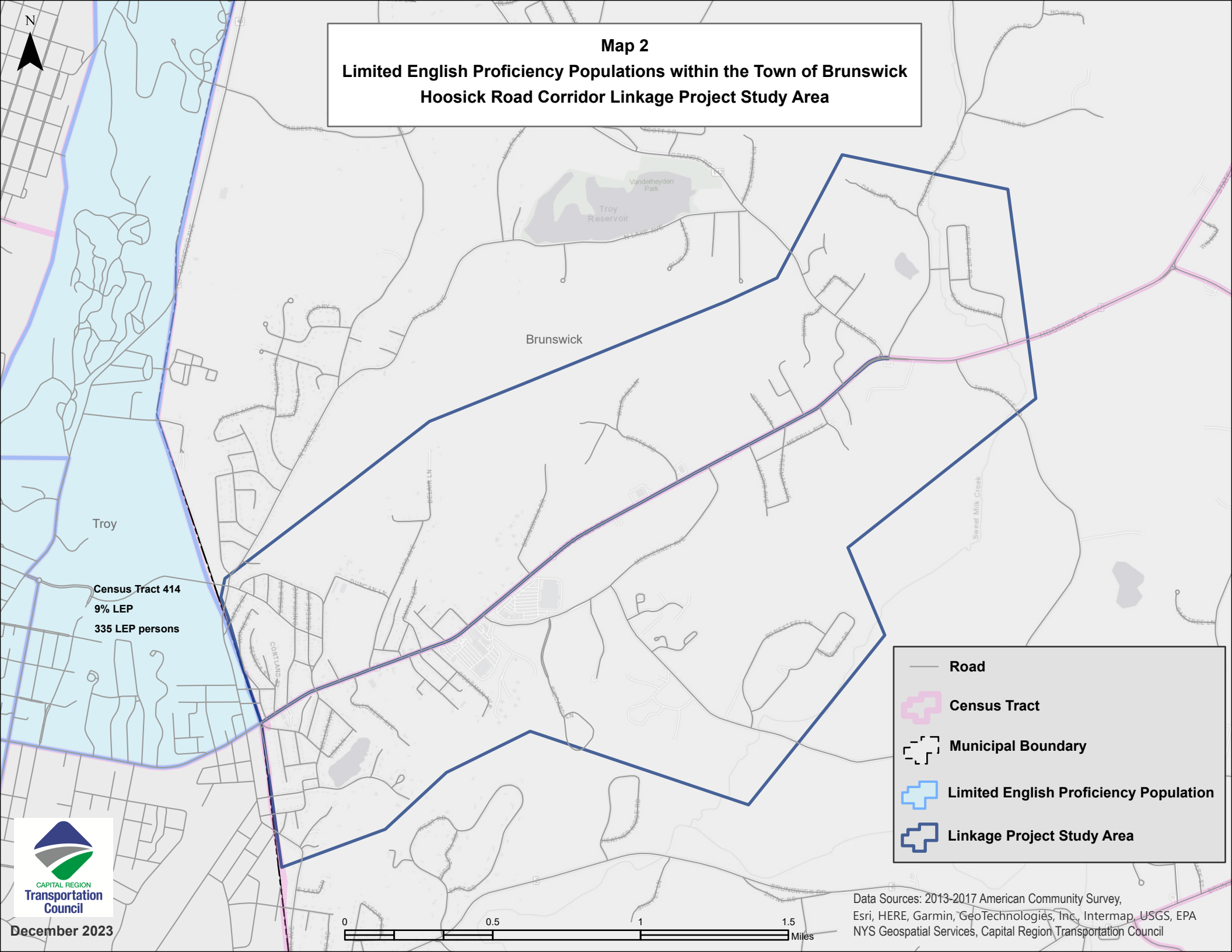
Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (LEP) was signed in 2000 to improve access to federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. To ensure that programs and activities normally provided in English are accessible to LEP persons and thus do not discriminate on the basis of national origin in violation of Title VI of the Civil Rights Act of 1964, recipients must take reasonable steps to ensure meaningful access to their programs and activities by LEP persons.

Data and Analysis

According to 2016-2020 data from the American Community Survey (ACS), 3.4 percent of the the Transportation Council region's population 5 years of age and older, or over 25,000 people, reported that they do not speak English "very well". USDOT guidance sets a written translation threshold at 5% of those eligible to be served or 1,000 people, whichever is less. Thus, any census tract with a rate of 5% or higher of LEP persons or 1,000 LEP persons are identified as LEP census tracts.

Map 2 provides an overview of the Hoosick Road Corridor Study's study area. The Hoosick Road Corridor Study's study area does not include any Limited English Proficiency areas based on the study area Census Tracts having 5% or more or at least 1000 limited English proficient residents. There is a neighboring Census Tract to the west of the study area (Tract 414, in the City of Troy) that was identified in the 2017 5-year ACS estimates as having 9% Limited English proficiency residents (see Map 2 on the following page). However, in the more recent 2021 5-year ACS estimates, Tract 414 has only 4.3% Limited English proficiency residents, which does not meet the 5% threshold.

Transportation Council staff will use Language Identification Flashcards when encountering a LEP individual to identify that person's primary language. The Language Identification Flashcards are free and available online at http://www.lep.gov/ISpeakCards2004.pdf and will be made available at public meetings. Once a LEP person's primary language is identified by means of the flashcards, staff will assess the feasibility of providing interpretation assistance. Transportation Council staff will use a free online translation service for requests for translations of documents.


Map 2
Limited English Proficiency Populations within the Town of Brunswick
Hoosick Road Corridor Linkage Project Study Area
N
Brunswick
Troy
Troy Reservoir
Vanderheyden Park
Census Tract 414
9% LEP
335 LEP persons
Road
Census Tract
Municipal Boundary
Limited English Proficiency Population
Linkage Project Study Area
0
0.5
1
1.5
Miles
CAPITAL REGION Transportation Council
December 2023
Data Sources: 2013-2017 American Community Survey,
Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA
NYS Geospatial Services, Capital Region Transportation Council

Environmental Mitigation

Introduction

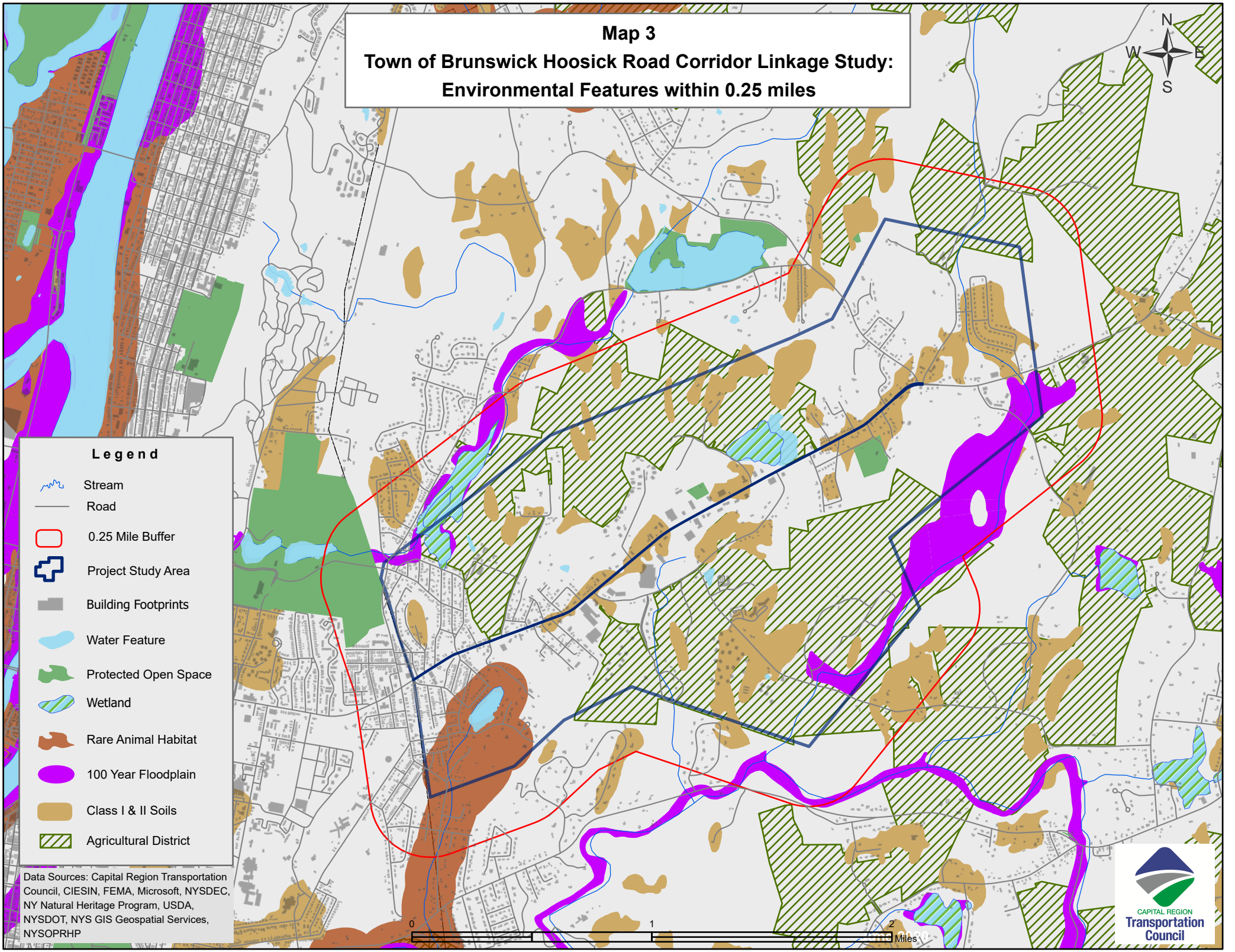
Per federal requirements, the Capital Region Transportation Council undertakes an Environmental Features Scan in all Community and Transportation Linkage Planning Program (Linkage Program) initiatives. The Environmental Features Scan identifies the location of environmentally sensitive features, both natural and cultural in relation to project study areas. Although the conceptual planning stage is too early in the transportation planning process to identify specific potential impacts to environmentally sensitive features, the early identification of environmentally sensitive features is an important part of the environmental mitigation process. It should also be noted here that as specific projects advance through the project development process, the applicable NEPA and SEQRA regulations requiring potential environmental impact identification, analysis and mitigation will be followed by the implementing agencies as required by federal and state law. The Transportation Council is not an implementing agency.

Data and Analysis

The Transportation Council staff relies on data from several state and federal agencies to maintain an updated map-based inventory of both natural and cultural resources. The following features are mapped and reviewed for their presence within each study area as well as within a quarter mile buffer of the defined study area boundary.

- sole source aquifers
- aquifers
- reservoirs
- water features (streams, lakes, rivers, and ponds)
- wetlands
- watersheds
- 100-year flood plains
- rare animal populations
- rare plant populations
- significant ecological sites
- significant ecological communities
- state historic sites
- national historic sites
- national historic register districts
- national historic register properties
- federal parks and lands
- state parks and forests
- state unique areas
- state wildlife management areas
- county forests and preserves
- municipal parks and lands
- land trust sites
- NYS DEC lands
- Adirondack Park
- agricultural districts
- NY Protected Lands
- natural community habitats
- rare plant habitats
- Class I & II soils

Map 3 provides an overview of the environmentally sensitive (cultural and natural) features located within the Hoosick Road Corridor Study study area as well as within a quarter mile buffer of the defined study area boundary.


Map 3
Town of Brunswick Hoosick Road Corridor Linkage Study:
Environmental Features within 0.25 miles
N
W
E
S
Legend
Stream
Road
0.25 Mile Buffer
Project Study Area
Building Footprints
Water Feature
Protected Open Space
Wetland
Rare Animal Habitat
100 Year Floodplain
Class I & II Soils
Agricultural District
Data Sources: Capital Region Transportation Council, CIESIN, FEMA, Microsoft, NYSDEC, NY Natural Heritage Program, USDA, NYSDOT, NYS GIS Geospatial Services, NYSOPRHP
0
1
2
Miles
CAPITAL REGION
Transportation
Council

Conclusion

The Hoosick Road roadway passes through agricultural districts, class I and II soils, and water features. The larger study area encompasses the above and a rare animal habitat, wetlands, 100-year floodplains, protected open space.

The Hoosick Road Corridor Study makes recommendations for signal optimization, land use, access management improvements, pedestrian-bicycle facilities, and transit improvements which, if implemented, will have no known impact on the environmentally sensitive features in the study area. The Hoosick Road Corridor Study also proposes that new roadway connections be considered to improve local mobility and emergency access to the corridor. These roadway connections generally follow existing utility rights-of-way, but the environmental impact of each should be examined more closely if advanced.

Appendix B - Public Involvement

Hoosick Road Corridor Study

SAC Kickoff Meeting

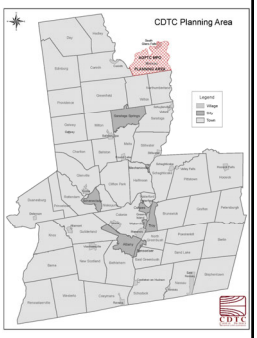
January 25, 2023

Agenda

1. Welcome/Introductions
2. Background
3. Scope & Schedule
   a. Website / Public Involvement
4. Previous Studies and Existing Conditions
5. Open Discussion – issues and desired outcomes
6. Next Steps

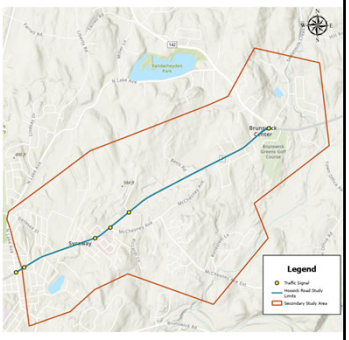
CDTC
Capital District Transportation Committee

- Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for Albany, Saratoga, Schenectady, and Rensselaer Counties
- The study is funded by the City of Rensselaer and CDTC through the CDTC 2022-2023 Community and Transportation Linkage Planning Program
- Visit us at cdtcmpo.org



Background & Study Area

- Background
- Study Area
  - 6 Signalized Intersections
  - Key Unsignalized Intersections
  - AM, Mid, PM, Saturday



Draft Study Purpose

The purpose of this transportation planning study is to develop recommendations to **reduce traffic congestion, improve safety and improve multimodal mobility** on Hoosick Road from Lake Avenue to Sweetmilk Creek Road in the Town of Brunswick.

Scope

#	Task	Outcomes
1	Initiation	Kick-off meeting; Literature Review; Website
2	Existing and Future No-build Conditions	Data collection; Simulation Modeling; Crashes, Forecasts
3	Public Involvement	Public Engagement
4	Alternatives, Recommendations and Public Involvement	Sketch Plans; Analysis; Traffic Modeling; Public Involvement
5	Report	Draft and Final Report

Schedule

1 – Initiation (Fall 2022)
2 - Existing and Future Conditions and Need (Spring 2023)
3 – Public Involvement (Spring 2023)
4 – Recommendations and Public Involvement (Spring / Summer 2023)
5 – Report (Fall 2023)

Contract = October 31, 2022 to October 31, 2023

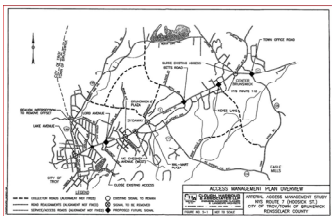
Previous Studies

- NYSDOT Arterial Access Management Report for NYS Route 7 Lake Avenue to NYS Route 142 (Sept. 2000)
- Hoosick Street Phase II Corridor Plan (Dec. 2004)
- Town of Brunswick Comprehensive Plan Update (2017)
- Hoosick Hillside Study (Nov. 2020)
- CDTC Regional Freight and Goods Movement Plan (Mar. 2016)
- CDTC Capital District Trails Plan (Jan. 2019)

NYSDOT Arterial Access Management Report for NYS Route 7 Lake Avenue to NYS Route 142 (Sept. 2000)

Long-Term Access Management Initiatives:

- Traffic Signal Locations
- Pedestrian facilities
- Various access management changes
  - Driveway closures
  - Access improvements
  - Road connections



Hoosick Street Phase II Corridor Plan (Dec. 2004)

Overall Corridor Concept and Plan Vision:

- Strike balance between Hoosick Street's roles as city street and as regional highway
- Create opportunity for development and redevelopment of land along Hoosick Street
- Improve transportation function for vehicles and pedestrians
- Unite neighborhoods

Hoosick Hillside Study (Nov. 2020)

Four Focus Areas

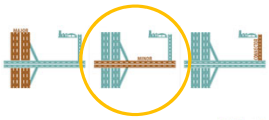
- Connect the Hillside North and Hillside South neighborhoods
- Improve pedestrian safety, access, and circulation
- Construct traffic calming elements
  - Median on lower Hoosick

Town of Brunswick Comprehensive Plan Update (2017)

CDTC Regional Freight and Goods Movement Plan (Mar. 2016)

Capital Region Comprehensive Approach to Goods Movement

- Focuses on actions municipalities can implement to promote safe and efficient delivery of goods in dense urban zones.
- Outlines the CDTC Freight Priority Network (FPN)
- **Identifies the Hoosick Street as a Minor FPN Route**:
  - A route designed, maintained, and operated to facilitate general mixed traffic, while supporting significant truck movements.
  - A connection between Major FPN Routes (access-controlled highways and major arterials) and major trucking activity clusters.

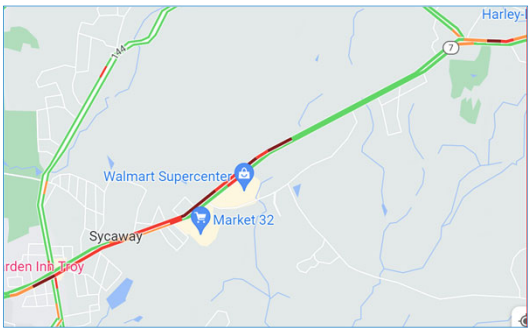


CDTC Capital District Trails Plan (Jan. 2019)

Plan Vision:

- Help all local communities in the Capital District access, plan for, and continue to develop a seamless, connected, regional trail network.
- 6 Core Trails and 10 Supporting Trail Network segments are identified in this plan for Rensselaer County. None are within the Hoosick Road Corridor Study.

Discussion: Key Issues



Website & Public Involvement

- Two Rounds of Public Engagement
  - "Join at Your Own Pace" Online Presentation
  - Press Release, Existing Networks
  - Targeted Stakeholder Meetings (3)

Draft Website

- HoosickRoadStudy.com
- Link

Next Steps: Existing Conditions

To be provided by...		
Town of Brunswick	**CDTC**	**Consultant**

• Information on relevant planned land use and/or transportation projects, including recent transportation impact analyses
• Right of way locations and adjacent easements, as available
• Current land use
• Current zoning and land development regulations
• Existing pedestrian, bicycle, or trail facilities and treatments, including signs
• Destinations and points of interest along/near the corridor such as parks, shopping, schools, employment centers, and libraries
• Potential SAC stakeholders and contact information
	• Crash data
	• NYSDOT Roadway Information System data (functional class, number of lanes, lane width, shoulder width, etc.)
	• Pavement condition data as available
	• Intersections and control type
	• Bicycle and pedestrian facilities
	• Multi-use Trails
	• Transit Facilities (Bus Stops, Bus Routes, Bus Shelters, etc.)
	• Transit Ridership
	• CDTA Bike Rack Usage
	• Environmental Justice scan
	• Limited English Proficiency scan
	• Environmental Features scan
	• Demographic data from CDRPC's Regional Indicators
		• Topography
		• Driveway Access
		• One (1) seven-day ATR count (to be used to identify weekday and weekend peak periods)
		• Six (6) turning movement counts conducted in each of the four analysis time periods (weekday AM, weekday mid-day, weekday PM, and Saturday mid-day)
		• Roadway Operational Characteristics, such as:
		  • Any available data from the NYSDOT Traffic Data Viewer
		  • Signal timing plans (available from NYSDOT)
		  • Travel times and travel speeds from the NPMRDS data set (with assistance from CDTC)
		  • Highway safety investigation data
		• NYSDOT Record Plans


Thank You
Contact Info
Creighton Manning Engineering, LLP
Project Manager:
msargent@cmellp.com
www.cmellp.com
Tel. 518.689.1867

SUMMARY OF MEETING

ENGINEERS
PLANNERS
SURVEYORS

This meeting summary represents the writer's understanding of the major issues discussed. If you wish to suggest edits or additions, please contact the undersigned.

DATE: January 25, 2023

PROJECT: Hoosick Road Corridor Study – SAC Meeting #1

PLACE: Brunswick Town Offices/Zoom Video Conference

TIME: 1:00 pm

PURPOSE: **The purpose of this meeting was to kick-off the project with the Study Advisory Committee and review the scope of work and project goals, and get input on issues in the corridor.**

ATTENDEES:

Name	***Title/Representing***	***Email Address***

See attached sign-in sheet

SUMMARY:

1. Andrew Tracy welcomed the group and provided an overview of the CDTC Linkage Program and the role CDTC plays in securing federal funding.

2. Mark Sargent presented an overview of the study area and scope of work, and solicited input on the draft study purpose statement. While there were no initial comments, it was noted that the presentation would be provided to the group for further review and that input should be sent to Mark or Andrew. **Action: CM to provide presentation to SAC (attached to this Meeting summary). SAC to provide any comments on draft purpose statement.**
    a. It was noted that this study does not intend to examine a large scale roadway widening option.
    b. The group discussed the extents of the study area and noted that while data collection is initially limited to the Hoosick Road corridor, the study will consider the adjacent neighborhoods and their relationship to the corridor.
    c. The group discussed the type of traffic data that will be examined and whether or not it can identify through traffic vs. local traffic.
        i. CM and CDTC responded that Replica data could be used to assess trip origins and destinations and trip purposes.
    d. It was noted that Hoosick Road is the main commercial corridor in the Town and addition of shopping destinations over the past decades could have contributed to additional congestion.
    e. It was noted that congestion varies widely by day of week and time of day. Marissa Tarallo provided an overview of adaptive traffic signal control (ATSC) which has been proven to improve conditions in corridors that experience variable congestion by adjusting signal timings in real time to increase capacity where it is needed and improve vehicle throughput.
        i. It was noted that although ATSC is expected to have some benefit, it is important to go through the study process to understand the extent of the

benefit and set expectations, develop parameters and priorities, and secure funding.

ii. It was noted that ATSC systems can accommodate transit signal priority, emergency vehicle preemption. Likewise pedestrians can be provided the same level of priority under an ATSC system compared to a standard signal system.

3. Margaret Irwin provided an overview of the public engagement plan, including two rounds of virtual "Join at Your Own Pace" online public workshops and the opportunity for smaller in person pop-up events. Jesse Vogl presented an overview of the draft project website, "HoosickRoadStudy.com". **Action: CM to reserve HoosickRoadStudy.com domain if available.**
    a. It was noted that the public is eager to provide their input on the corridor and in person public meetings might be well attended. Although spaces were discussed that could accommodate a larger crowd (the Community Center and Troy Middle School), it was noted that the project did not plan for large in-person public meetings, and that virtual "Join at your own pace" meetings are planned, along with pop-up events, which can be publicized using a variety of proven methods to maximize participation. Additional details on the public engagement strategy will be discussed with the SAC at the next meeting along with a presentation of existing conditions.
    b. Andrew requested that the SAC provide photos of the corridor to include on the project website. **Action: SAC to provide photos of the corridor.**

4. Andrew Tracy and Mark Sargent facilitated a general discussion on issues in the corridor, asking the SAC to provide input on their experiences and potential solutions. The following was discussed:
    a. Due to congestion on Hoosick Road, the adjacent neighborhoods are experiencing high speed cut through traffic that has resulted in property damage and overall safety concerns. There may be potential to calm traffic in the neighborhood and discourage cut through traffic.
    b. The segment of Hoosick Road from Sycaway Avenue to Roosevelt Avenue is a three-lane cross section while the adjacent segments have additional capacity. The narrower section could be contributing to traffic congestion. It was noted that the eastbound lane drop is confusing to drivers.
    c. Martin Daley asked how this study would examine land use and zoning in the corridor. CM responded that those aspects would be examined as they relate to potential traffic issues. It was noted that there is not a lot of land available for future development. **Action: CM, CDTC, and Town to meet to discuss future developments.**
    d. The group discussed the potential for Park & Ride lots on the corridor to encourage transit and reduce vehicle trips. It was noted that CDTA had a Park & Ride lot at Wal-Mart, but it was unclear if there is still an agreement or how it is utilized. **Action: CM to coordinate with CDTA on Park & Ride information.**
    e. The group discussed bicycle and pedestrian connectivity, noting that there are generally no roads parallel to Hoosick Road that could serve as alternative routes. It was noted that some bicycle and pedestrian connections were constructed during development of some of the off-corridor apartments.
    f. Driver behavior was noted as a concern, particularly as it relates to the two-way left turn lane. The group discussed observations of trucks using the lane as a parking lane and motorists using it as a through lane.
    g. The group noted that emergency services use the corridor and compete with congestion. Volunteer fire fighters have had issues getting to the fire department due to congestion.

h. NYDOT stated that the study should look at pedestrian safety and accommodations, and access management. The Town noted that the Price Chopper plaza dedicated land as part of a recent application approval.

5. Schedule/Next Steps – The next steps are to progress the existing conditions assessment and present to the SAC along with a more detailed public engagement plan.

Creighton Manning Actions:
CM to provide presentation to SAC (attached)
CM to reserve HoosickRoadStudy.com domain if available (done)
CM, CDTC, and Town to meet to discuss future developments
CM to coordinate with CDTA on Park & Ride information

SAC Actions:
SAC to provide comments on draft purpose statement.
SAC to provide photos of the corridor.

The meeting concluded at 2:30 p.m.

Jesse Vogl, AICP
Senior Planner

cc: Attendees
File

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CAPITAL DISTRICT TRANSPORTATION COMMITTEE

One Park Place, Main Floor - Albany, NY 12205-2676 *Phone: (518) 458-2161*
www.cdtcmpo.org *e-mail:cdtc@cdtcmpo.org* *Fax: (518) 729-5764*

Hoosick Road Corridor Study
Town of Brunswick, NY

Study Advisory Committee Meeting #1

Wednesday, January 25th, 2023

Name	Affiliation	Email
Andrew Tracy	CDTC	atracy@cdtcmpo.org
Chaim Simon	CDTC	
Ethan Warren	CDTA	ethanW@cdta.org
Wayne Bonesteel	T/o Brunswick Foit-Albert	wbonesteel@foit-albert.com
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Mark Sargent	CM	msargent@cmellp.com
Linda VonderHeide	Rensselaer Co Planning	Lvonderheide@rensco.com
HARRY TITUNJIAN	Business owner	HARRY.titunjian@hotmail
CHUCK DECITISE	SOUTH SIDE HOOSICK STREET MELLON AVE	CHUCKTW@NYCAP.RR.COM
Martin Daley	CDRPC	

Online Attendees

Don Reynolds	VDOT
Andrea Burgeson	VDOT
Andrew Koeshik	City of Tsov
Chris Bauer	CDTC
Christie	Resident
Marissa Tavallo	AKRF
Margaret Irwin	River Street

Hoosick Road Corridor Study

SAC Kickoff Meeting

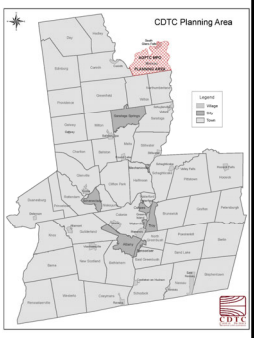
January 25, 2023

Agenda

1. Welcome/Introductions
2. Background
3. Scope & Schedule
   a. Website / Public Involvement
4. Previous Studies and Existing Conditions
5. Open Discussion – issues and desired outcomes
6. Next Steps

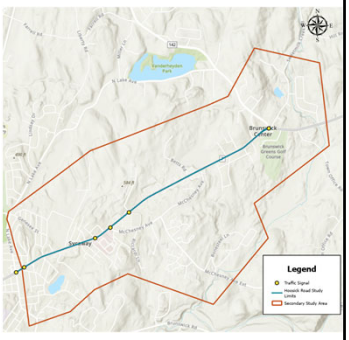
CDTC
Capital District Transportation Committee

- Capital District Transportation Committee (CDTC) is the designated Metropolitan Planning Organization (MPO) for Albany, Saratoga, Schenectady, and Rensselaer Counties
- The study is funded by the City of Rensselaer and CDTC through the CDTC 2022-2023 Community and Transportation Linkage Planning Program
- Visit us at cdtcmpo.org



Background & Study Area

- Background
- Study Area
  - 6 Signalized Intersections
  - Key Unsignalized Intersections
  - AM, Mid, PM, Saturday



Draft Study Purpose

The purpose of this transportation planning study is to develop recommendations to **reduce traffic congestion, improve safety and improve multimodal mobility** on Hoosick Road from Lake Avenue to Sweetmilk Creek Road in the Town of Brunswick.

Scope

#	Task	Outcomes
1	Initiation	Kick-off meeting; Literature Review; Website
2	Existing and Future No-build Conditions	Data collection; Simulation Modeling; Crashes, Forecasts
3	Public Involvement	Public Engagement
4	Alternatives, Recommendations and Public Involvement	Sketch Plans; Analysis; Traffic Modeling; Public Involvement
5	Report	Draft and Final Report

Schedule

1 – Initiation (Fall 2022)
2 - Existing and Future Conditions and Need (Spring 2023)
3 – Public Involvement (Spring 2023)
4 – Recommendations and Public Involvement (Spring / Summer 2023)
5 – Report (Fall 2023)

Contract = October 31, 2022 to October 31, 2023

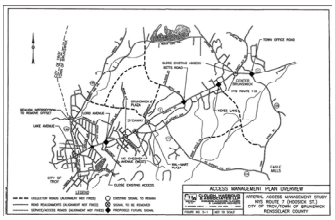
Previous Studies

- NYSDOT Arterial Access Management Report for NYS Route 7 Lake Avenue to NYS Route 142 (Sept. 2000)
- Hoosick Street Phase II Corridor Plan (Dec. 2004)
- Town of Brunswick Comprehensive Plan Update (2017)
- Hoosick Hillside Study (Nov. 2020)
- CDTC Regional Freight and Goods Movement Plan (Mar. 2016)
- CDTC Capital District Trails Plan (Jan. 2019)

NYSDOT Arterial Access Management Report for NYS Route 7 Lake Avenue to NYS Route 142 (Sept. 2000)

Long-Term Access Management Initiatives:

- Traffic Signal Locations
- Pedestrian facilities
- Various access management changes
  - Driveway closures
  - Access improvements
  - Road connections



Hoosick Street Phase II Corridor Plan (Dec. 2004)

Overall Corridor Concept and Plan Vision:

- Strike balance between Hoosick Street's roles as city street and as regional highway
- Create opportunity for development and redevelopment of land along Hoosick Street
- Improve transportation function for vehicles and pedestrians
- Unite neighborhoods

Hoosick Hillside Study (Nov. 2020)

Four Focus Areas

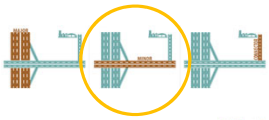
- Connect the Hillside North and Hillside South neighborhoods
- Improve pedestrian safety, access, and circulation
- Construct traffic calming elements
  - Median on lower Hoosick

Town of Brunswick Comprehensive Plan Update (2017)

CDTC Regional Freight and Goods Movement Plan (Mar. 2016)

Capital Region Comprehensive Approach to Goods Movement

- Focuses on actions municipalities can implement to promote safe and efficient delivery of goods in dense urban zones.
- Outlines the CDTC Freight Priority Network (FPN)
- **Identifies the Hoosick Street as a Minor FPN Route**:
  - A route designed, maintained, and operated to facilitate general mixed traffic, while supporting significant truck movements.
  - A connection between Major FPN Routes (access-controlled highways and major arterials) and major trucking activity clusters.

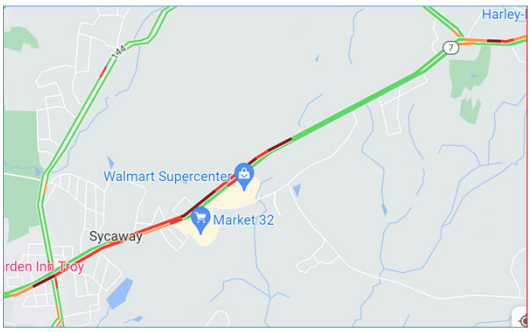


CDTC Capital District Trails Plan (Jan. 2019)

Plan Vision:

- Help all local communities in the Capital District access, plan for, and continue to develop a seamless, connected, regional trail network.
- 6 Core Trails and 10 Supporting Trail Network segments are identified in this plan for Rensselaer County. None are within the Hoosick Road Corridor Study.

Discussion: Key Issues



Website & Public Involvement

- Two Rounds of Public Engagement
  - "Join at Your Own Pace" Online Presentation
  - Press Release, Existing Networks
  - Targeted Stakeholder Meetings (3)

Draft Website

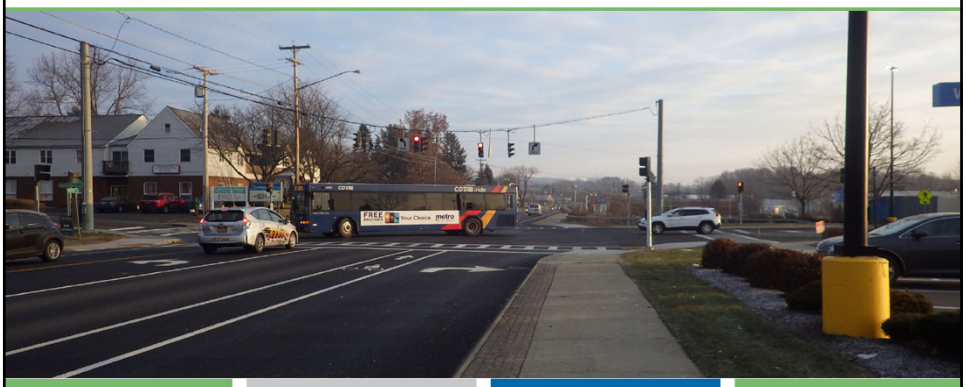
- HoosickRoadStudy.com
- Link

Next Steps: Existing Conditions

To be provided by...		
Town of Brunswick	**CDTC**	**Consultant**

• Information on relevant planned land use and/or transportation projects, including recent transportation impact analyses
• Right of way locations and adjacent easements, as available
• Current land use
• Current zoning and land development regulations
• Existing pedestrian, bicycle, or trail facilities and treatments, including signs
• Destinations and points of interest along/near the corridor such as parks, shopping, schools, employment centers, and libraries
• Potential SAC stakeholders and contact information
	• Crash data
	• NYSDOT Roadway Information System data (functional class, number of lanes, lane width, shoulder width, etc.)
	• Pavement condition data as available
	• Intersections and control type
	• Bicycle and pedestrian facilities
	• Multi-use Trails
	• Transit Facilities (Bus Stops, Bus Routes, Bus Shelters, etc.)
	• Transit Ridership
	• CDTA Bike Rack Usage
	• Environmental Justice scan
	• Limited English Proficiency scan
	• Environmental Features scan
	• Demographic data from CDRPC's Regional Indicators
		• Topography
		• Driveway Access
		• One (1) seven-day ATR count (to be used to identify weekday and weekend peak periods)
		• Six (6) turning movement counts conducted in each of the four analysis time periods (weekday AM, weekday mid-day, weekday PM, and Saturday mid-day)
		• Roadway Operational Characteristics, such as:
		  • Any available data from the NYSDOT Traffic Data Viewer
		  • Signal timing plans (available from NYSDOT)
		  • Travel times and travel speeds from the NPMRDS data set (with assistance from CDTC)
		  • Highway safety investigation data
		• NYSDOT Record Plans

Hoosick Road Corridor Study



SAC Meeting #2

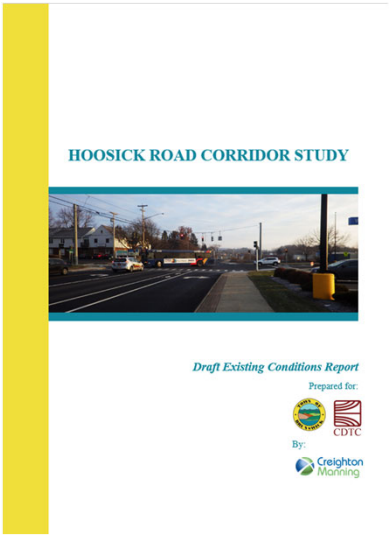
March 18, 2023

Agenda

- Welcome/Introductions
- Draft Report
- Public Participation Plan
  - Website / Survey
- "Join at Your Own Pace" Public Workshop
- Review Existing Conditions and Future Needs
- Schedule/Next Steps

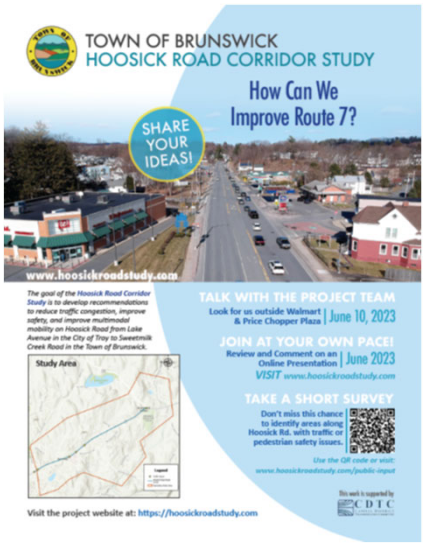
Draft Report

- Introduction
- Existing Conditions
  - Zoning/Land Use
  - Transportation Infrastructure
  - Traffic Data Collection
  - Traffic Forecasts
  - Traffic Operations
  - Travel Time Reliability
  - Travel Patterns
  - Bicycle/Pedestrian /Transit Characteristics
  - Crash Analysis



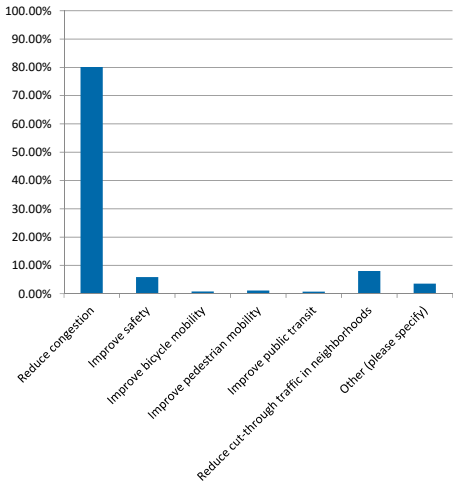
Public Participation Plan

- Two Phases
  - Existing/Future Conditions
  - Concepts/ Recommendations
- Project Website
- Two Pop-Up Events
  - Wal-Mart (AM)
  - Price Chopper (PM)
- "Join at Your Own Pace" Online Public Workshop
- Online Surveys
  - Questionnaire
  - Map

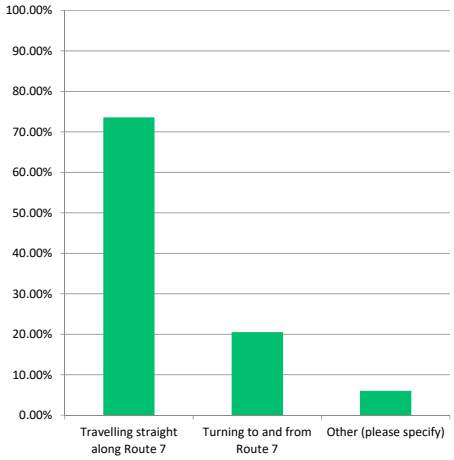


Preliminary Survey Responses

What is most important to you?



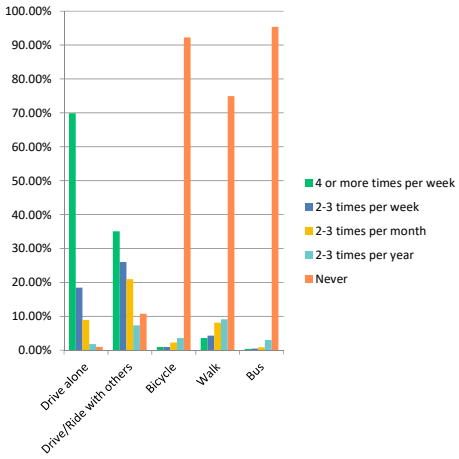
With regard to traffic congestion, what is most important to you?



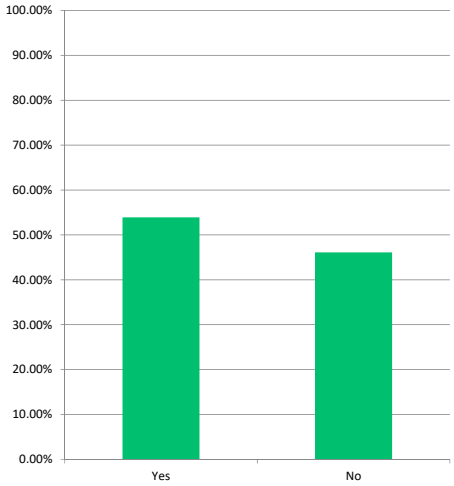
Creighton Manning

Preliminary Survey Responses

How often do you travel on or across Hoosick Road:



Do you live in the study area?



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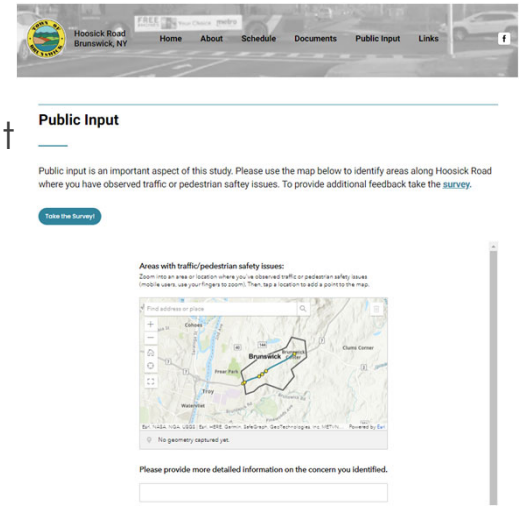
Join at Your Own Pace Public Workshop

- Video Recording
- Online Survey
- Public Announcement
  - Flyer
  - Email Blast
  - Press Release
  - Advisory Committee Networks
  - Stakeholder Groups



Creighton Manning

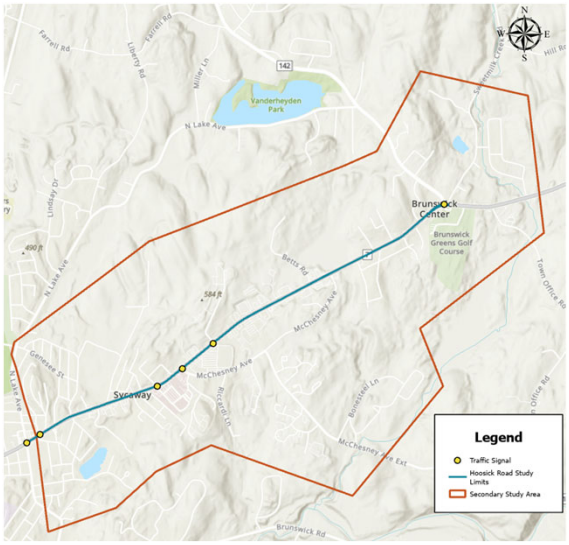
Hoosick Road Corridor Study

Join at Your Own Pace
Public Workshop

Creighton Manning

Study Area

- Hoosick Road (NY Route 7)
- Lake Avenue to Sweetmilk Creek Road
- Adjacent Neighborhoods



Creighton Manning

Project Scope & Schedule

1 – Initiation (Fall 2022)

2 - Existing and Future Conditions and Need

3 – Public Involvement

4 – Recommendations and Public Involvement

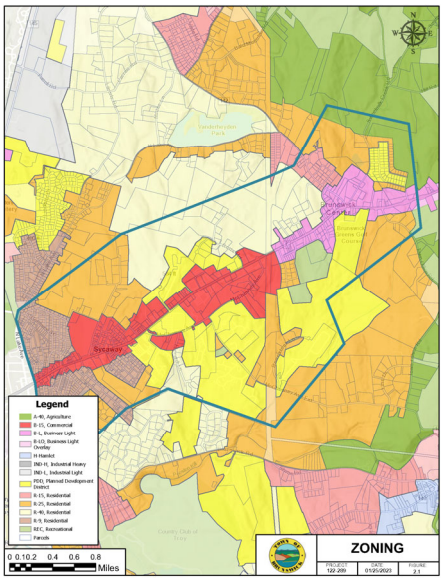
5 – Report (Fall 2023)

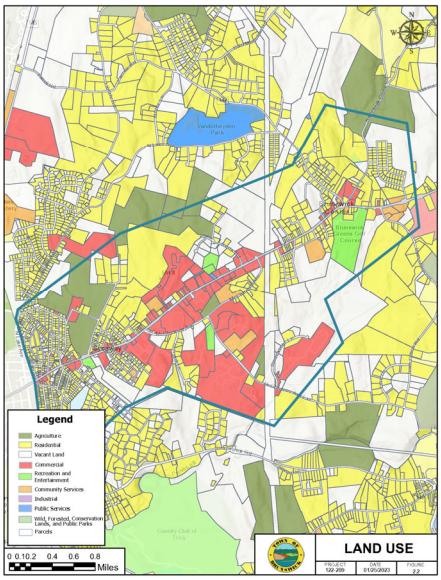
Creighton Manning

Draft Study Purpose

The purpose of this transportation planning study is to develop recommendations to **reduce traffic congestion**, **improve safety and improve multimodal mobility** on Hoosick Road from Lake Avenue to Sweetmilk Creek Road in the Town of Brunswick.

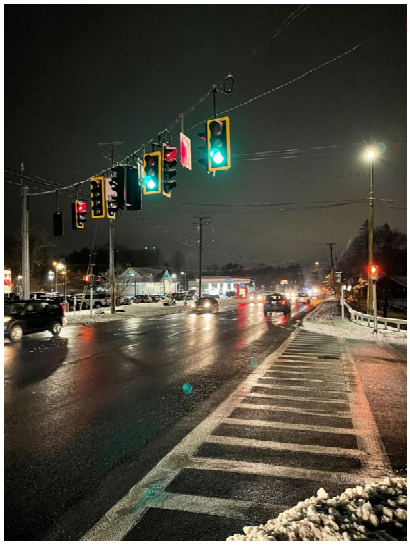
Zoning & Land Use





Transportation Infrastructure

- 3 to 4 Lanes
- 60 to 70 Feet wide+/- (including sidewalks)
- Generally sidewalk on both sides
- 6 Traffic signals with varying coordination



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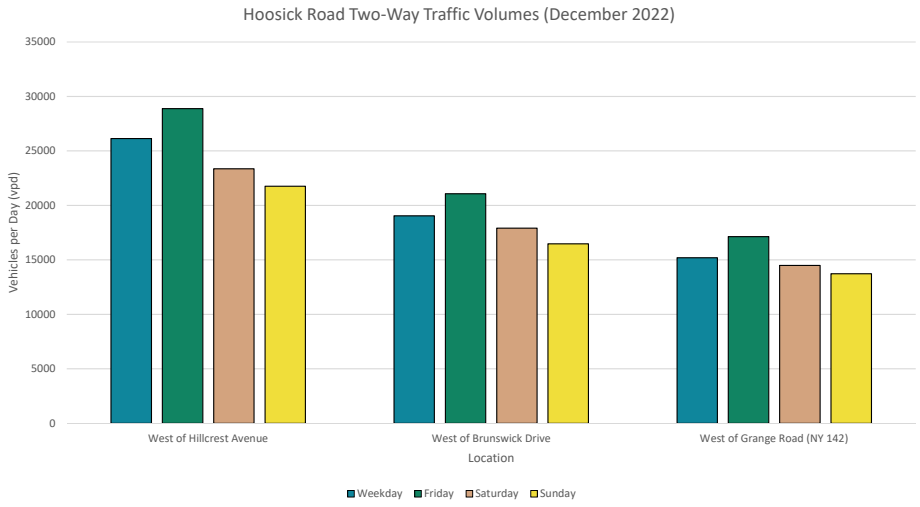
Daily Traffic Variations



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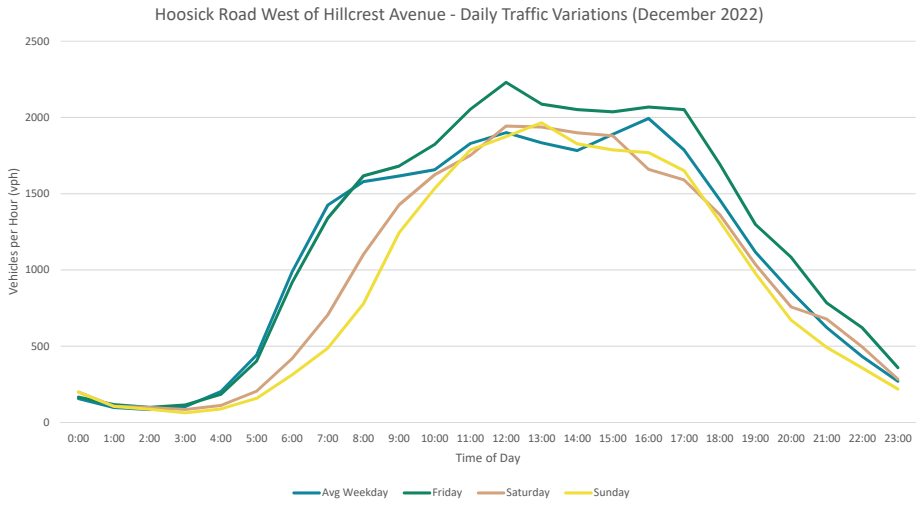
Hourly Traffic Variations

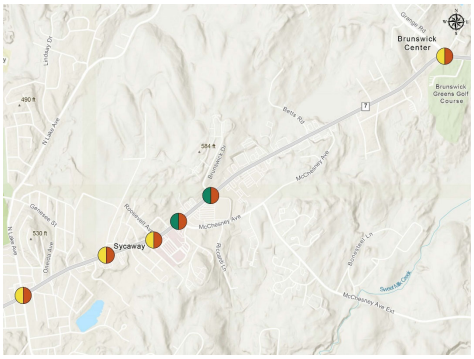


Traffic Forecasts

- Traffic volumes have generally increased over the past decade
- Background growth from CDTC STEP Model
- Known/Potential retail and residential developments
- Forecast year 2045

Vehicle Level of Service

- Letter grade from A to F
- Green = LOS A/B
- Yellow = LOS C/D
- Red = LOS E/F
- Split Circles:
  - Overall intersection operates at specified LOS
  - Some approaches operate at LOS E/F



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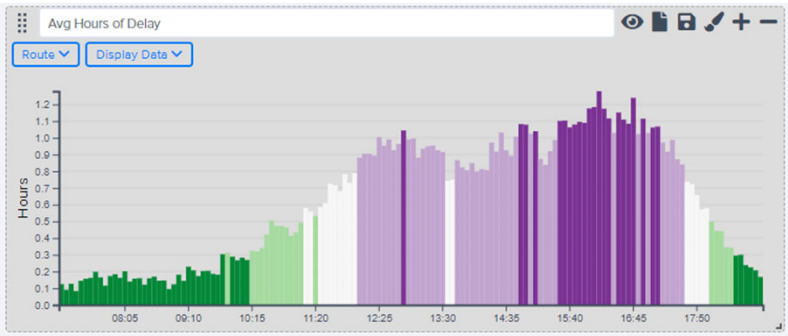
Travel Time Reliability

- National Performance Management Research Dataset
- Corridor experiences high levels of congestion
- Congestion occurs on Fridays and weekends
- Congestion is worst in the west portion of the corridor and in the eastbound direction



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Bicycle/Pedestrian Characteristics

- Pedestrian observations conducted with vehicle turning movement counts
- Typically 5-10 pedestrian crossings/hour at each intersection
- Much higher activity at Lake Avenue
- No pedestrian activity at Grange Road
- Bicycle activity is lower

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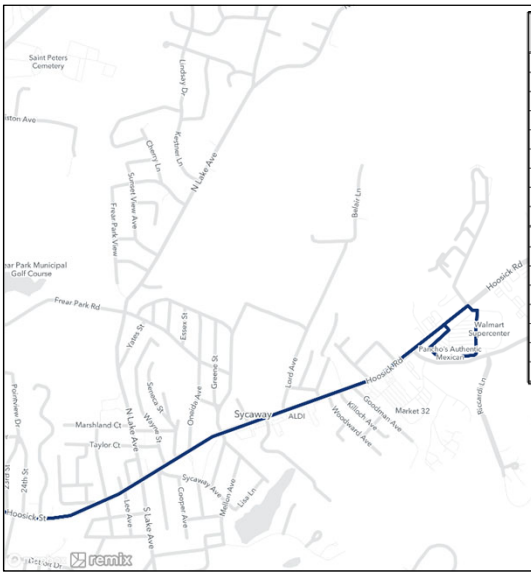
Transit Characteristics



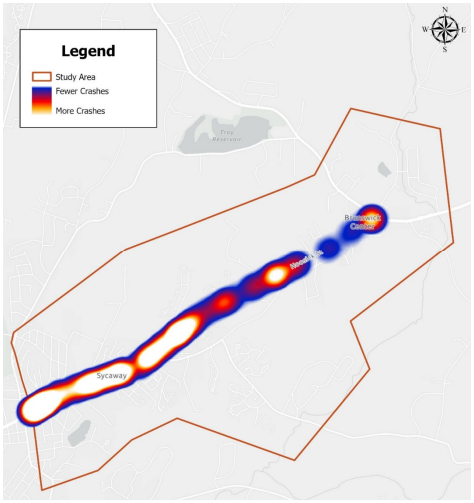
Stop Location	Route 87		
	On	Off	Total
Eastbound Stops			
Hoosick Rd& Hillcrest Ave (02871)	2.0	26.8	28.7
Hoosick Rd & Killock Ave (02870)	0.1	4.5	4.6
Hoosick Rd & Lord Ave (02871)	1.2	22.3	23.6
Hoosick Rd & Roosevelt Rd (02857)	2.7	64.2	67.0
Hoosick St & Coolidge Ave (02872)	1.2	3.5	4.7
Hoosick St & S. Lake Ave (02861)	3.7	23.2	26.9
Trustco Bank- Brunswick Plaza (02868)	1.3	24.7	26.0
Wal-Mart – Brunswick Plaza (02867)	0.0	234.5	234.5
Westbound Stops			
Hoosick Rd & Derrick Ave (03131)	6.1	0.4	6.4
Hoosick Rd & Lord Ave (12016)	13.8	0.4	14.2
Hoosick Rd & Roosevelt Rd (02856)	45.5	2.1	47.7
Hoosick St & N. Lake Ave (02860)	23.3	4.1	27.4
Hoosick St & Oneida Ave (03128)	2.9	1.2	4.0
Hoosick St & Otsego Ave (10967)	3.7	0.2	4.0
Wal-Mart – Brunswick Plaza (02867)	250.4	11.5	261.9

Creighton Manning

Safety Assessment

Crash type	Count
COLL. W/LIGHT PEDESTRIAN/BICYCLIST	9
COLLISION WITH ANIMAL	24
COLLISION WITH FIXED OBJECT	18
COLLISION WITH MOTOR VEHICLE	541
NOT ENTERED	1
Total	**593**

Collision type	Count
HEAD ON	4
LEFT TURN (AGAINST OTHER CAR)	31
NOT ENTERED	1
OTHER	49
OVERTAKING	94
REAR END	355
RIGHT ANGLE	45
RIGHT TURN	14
Total	**593**



Creighton Manning

We Want Your Feedback

- What is most important to you?
- What changes or improvements would you like to see in the corridor?
- List any transportation problems or concerns in the study area.

www.HoosickRoadStudy.com

Creighton Manning

Thank You

Contact Info

Creighton Manning Engineering, LLP

Project Manager:

msargent@cmellp.com

www.cmellp.com

Tel. 518.689.1837

Schedule/Next Steps

- Record "Join at Your Own Pace" Workshop
- Publish Draft Report
- Publicize Project Website/Survey
- Hold Pop-up Events (June 10)

Thank You

Contact Info

Creighton Manning Engineering, LLP

Project Manager:

msargent@cmellp.com

www.cmellp.com

Tel. 518.689.1837

SUMMARY OF MEETING

ENGINEERS
PLANNERS
SURVEYORS

This meeting summary represents the writer's understanding of the major issues discussed. If you wish to suggest edits or additions, please contact the undersigned.

DATE: May 18, 2023

PROJECT: Hoosick Road Corridor Study – SAC Meeting #2

PLACE: Brunswick Town Offices/Zoom Video Conference

TIME: 11:00 am

PURPOSE: **The purpose of this meeting was to review the draft existing conditions and approach to public involvement with the Study Advisory Committee**

ATTENDEES:

Name	***Title/Representing***	***Email Address***

See attached sign-in sheet

SUMMARY:

1. Andrew Tracy welcomed the group and explained that the key objectives for this meeting included obtaining advisory feedback on existing conditions, reviewing the materials prepared for the first round of public engagement, and discussing opportunities to publicize the study and opportunities for engagement.

2. Creighton Manning presented an overview of the draft report outline and topics to be covered during the first round of public engagement. The draft report is expected to be completed and posted to the project website in the coming weeks to coincide with the first round of public engagement.

3. Creighton Manning presented the approach to public involvement. It was noted that the first round of public engagement focuses on existing conditions and will inform the concept development and assessment which will be presented during the second round of public engagement. The following was discussed:
    a. The first round of engagement includes two pop-up events for in-person participation. The first pop-up event is planned for June 10th at the Price Chopper. Wal-Mart was also identified as a potential pop-up location and is pending a response from the property owner.
        i. It was noted that the Hannaford should be considered since it is on the opposite side of Hoosick Road from Price Chopper and Wal-Mart. **Action: River Street to contact Hannaford (complete).**
    b. In addition to in person engagement, the study will include a "Join at Your Own Pace" online public workshop which consists of a video recording and survey posted to the project website. This method allows for broad engagement over an approximate one month period, and has resulted in greater engagement than traditional public meetings that require attendees to be available during a specified time period.

i. It was noted that the survey has been posted to the website and has already received 900 responses without being publicized by the project team. The responses include a mix of residents in and out of the study area, and indicate concerns over congestion and safety.

c. Relative to publicizing the study, the following methods were identified:
   i. The group discussed the potential to publicize the study through highway message signs. It was noted that although this is not an appropriate use for variable message signs (VMS) that are used to display roadway information, there may be an opportunity to use existing digital signage at the two firehouses in the corridor. **Action: Consultant team to look into Firehouse signage**
   ii. It was noted that the town has a newsletter and existing distribution list that can be used to advertise the study. Likewise, the study can be publicized in the Weekly Advertiser. **Action: CM to coordinate with Town on newsletter and advertiser.**
   iii. CM presented a flyer that was developed to advertise the study. The group discussed posting these flyers at the Town Library and on CDTA buses. **Action: CM to coordinate with Town and CDTA to distribute flyers.**

4. Creighton Manning presented a dry-run of the "Join at Your Own Pace" presentation, including an overview of the study and existing conditions assessment. The following was discussed:
   a. CDTA buses currently stop on Hoosick Road instead of deviating through the Price Chopper plaza as they have in the past. This has contributed to congestion, additional pedestrian crossings, and shopping carts being left near the roadside.
      i. CDTA noted that maintaining the route on Hoosick Road reduces travel time for the over 500 daily riders destined to/from Wal-Mart. Likewise, deviating through parking lots adds time to the route which would require additional resources to maintain the same level of frequency.
      ii. The group discussed the competing needs in the corridor and noted that increasing transit ridership could reduce vehicle trips through the corridor. This could potentially be achieved through a Park & Ride at the Wal-Mart.
      iii. CDTA stated that as the study progresses the concepts could include solutions that result in reduced congestion and benefits to transit service.
   b. It was noted that the eastbound merge from two-lanes to a single lane near Sycaway Avenue is a bottleneck for traffic that contributes to congestion. Sometimes queues extend through Georgian Court in the City of Troy.
   c. The group discussed the potential for improved signal timing and smart traffic signals. It was noted that mid-block detectors may assist in identifying queue spillovers which could minimize situations in which intersections become gridlocked.
   d. Potential improvements identified include additional signage and enforcement, as well as potential roadway connections to create alternative routes to destinations on Hoosick Road.

5. Schedule/Next Steps – The next steps are to finalize the draft report, record the online public workshop, and publicize the website and pop-up events. Upon completion of the first round of public involvement, public feedback will be summarized and inform the development of concepts to be presented at the next SAC meeting.

Actions:
River Street to contact Hannaford (complete).
Consultant team to look into Firehouse signage.
CM to coordinate with Town on newsletter and advertiser.
CM to coordinate with Town and CDTA to distribute flyers

The meeting concluded at 12:15 p.m.

Jesse Vogl, AICP
Senior Planner

cc: Attendees
File

CAPITAL DISTRICT TRANSPORTATION COMMITTEE

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www.cdtcmpo.org *e-mail:cdtc@cdtcmpo.org* *Fax: (518) 729-5764*

Hoosick Road Corridor Study
Town of Brunswick, NY

Study Advisory Committee Meeting #2

Thursday May 18th, 2023

Name	Affiliation	Email
Andrew Tracy	CDTC	atracy@cdtcmpo.org
Harry Tutunjian	property & business owner corridor Resident	harry.tutunjian@hotmail
Linda vonderheide	Rensselaerco Planning	Lvonderheide@rensco.com
Christie Fronhofer	Property owner	vfronhofer@nycap.rr.com
Dan Reynolds	NYSDOT - Region 1	dan.reynolds@dot.ny.gov
Jesse Vogl	CM	Jvogl@Cmellz.com
Chaim Simon	CDTC	csimon@cdtcmpo.org
GORDON CHRISTIAN	TOWN OF BRUNSWICK	GCHRISTOGYAGMAIL.COM
Ethan Warren	CDTA	ethanw@cdta.org
Wayne Bonestee		
CHUCK DECITIS	Property owner	CHUCKTW@NYCAP.RR.COM

CAPITAL DISTRICT TRANSPORTATION COMMITTEE

One Park Place, Main Floor - Albany, NY 12205-2676 *Phone: (518) 458-2161*
www.cdtcmpo.org *e-mail:cdtc@cdtcmpo.org* *Fax: (518) 729-5764*

Hoosick Road Corridor Study
Town of Brunswick, NY

Study Advisory Committee Meeting #2

Thursday May 18th, 2023

Name	Affiliation	Email
PHILIP HILLERTON	Town Supervisor	PHILIPHILLERTON@GMAIL.COM
Tracy Broderick	Secretary to Supervisor	tbroderick@townofbrunswick.org

Hoosick Road Corridor Study

SAC Meeting #3

Creighton Manning

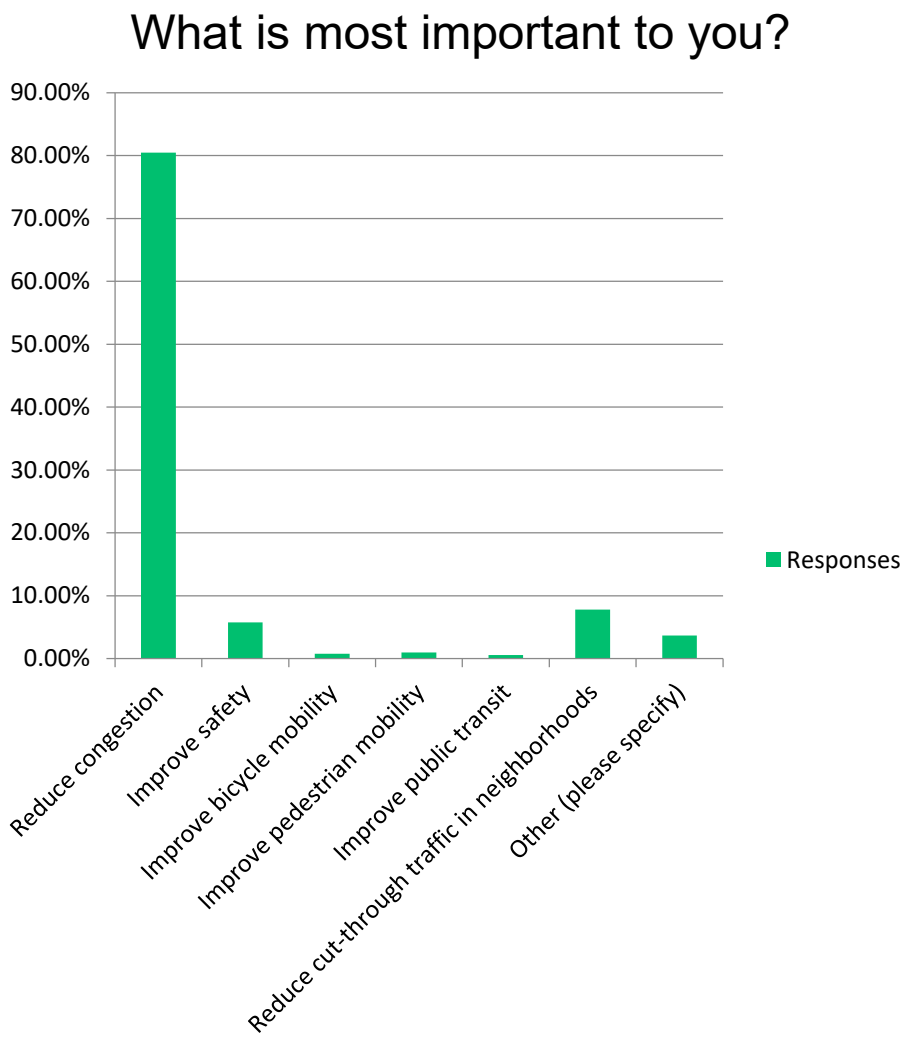
October 10, 2023

Agenda

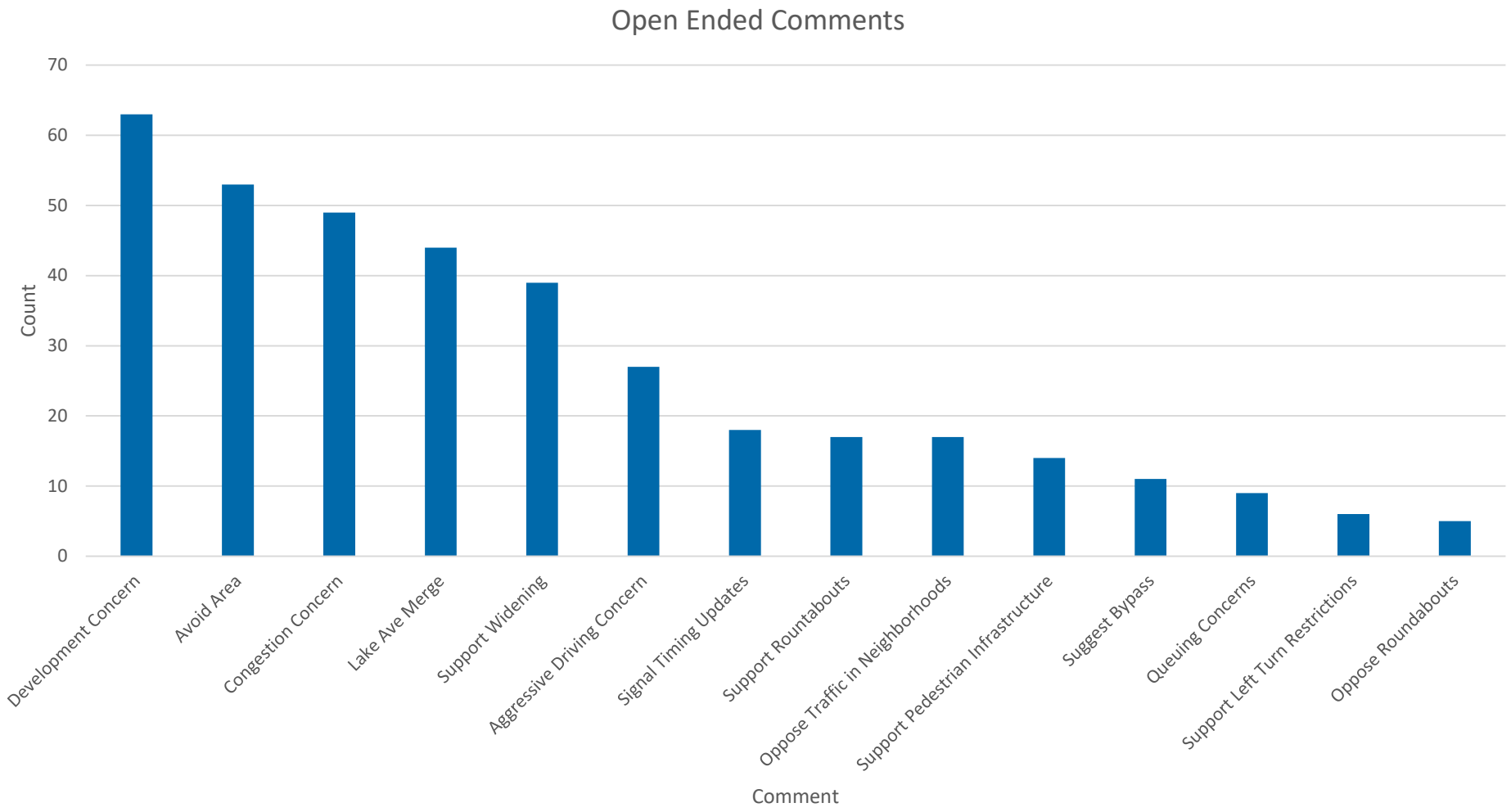
- Public Input
- Concept Plan
  - Operational Concepts
    - Traffic Signal Timing
    - Roadway Widening
    - Intersection Improvements
  - Bus Stop Assessment
  - Roadway/Pedestrian Connections

Online Survey Summary

- 1039 Responses
  - 60% Brunswick/30% Troy residents
  - 95% White
  - Good mix of trip purposes
- Primary Focus:
  - Reduce congestion
  - Focus on mainline throughput
- Less Important
  - Multi-modal mobility

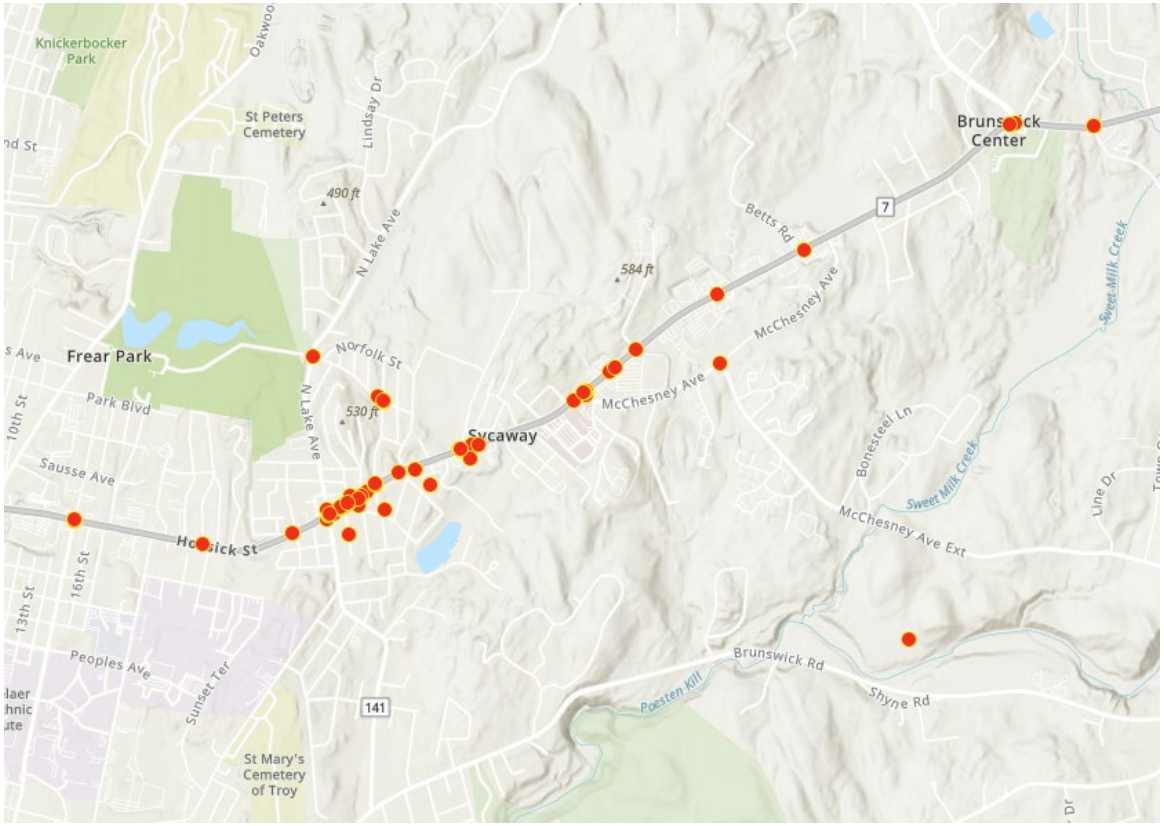


Online Survey Summary



Online Mapping Summary

- Over 90 Geo-located comments
- Generally clustered between Lake Ave and Lord Ave.
- Most comments highlight areas of congestion or safety concerns.



Pop-up Event Summary

- Signal at Lord Avenue causes congestion
- Support widening and roundabouts
- Congestion is an issue all day long (not just peaks)
- Oppose cut-through traffic in neighborhoods
- Sight distance issue at Arminghall Drive

Needs Summary

- Traffic volumes have generally increased over the past decade
- 2045 Traffic Forecast will increase delay
  - Background growth from CRTC STEP Model
  - Known/Potential retail and residential developments

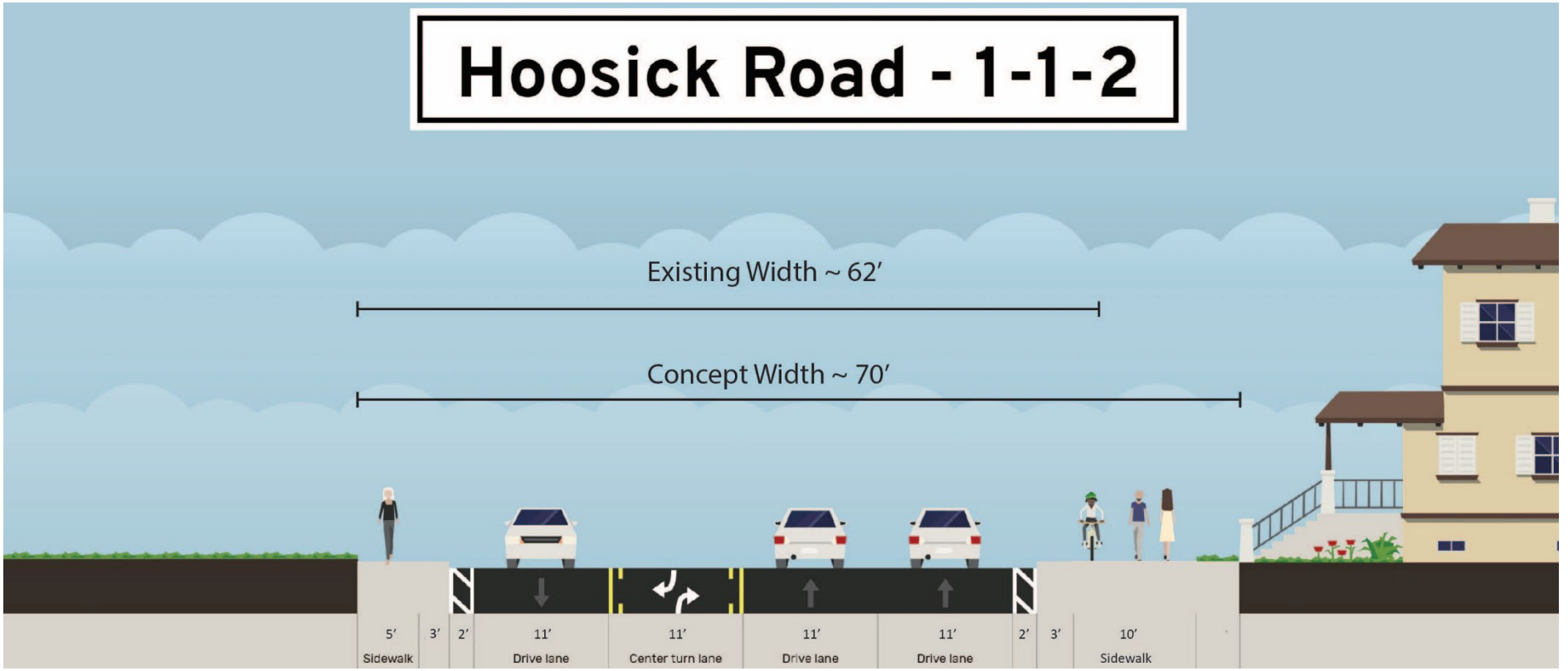
Improvement Concepts

- Roadway Widening
- Intersection Spot Improvements
- Traffic Signal Timing
  - Conventional Coordination
  - Adaptive Signal Control
- Bus Stop Placement/Design
- Roadway Connections
- Bicycle/Pedestrian Connections

Roadway Widening Conclusion

- Previously studied and rejected (Not Feasible)
  - 170 Property Impacts
  - 27 Structure Impacts
- Would not be considered for State or Federal funding
  - Preservation First (NYSDOT TAMP)
- Could induce travel from unmet demand
- **Not recommended at this time**

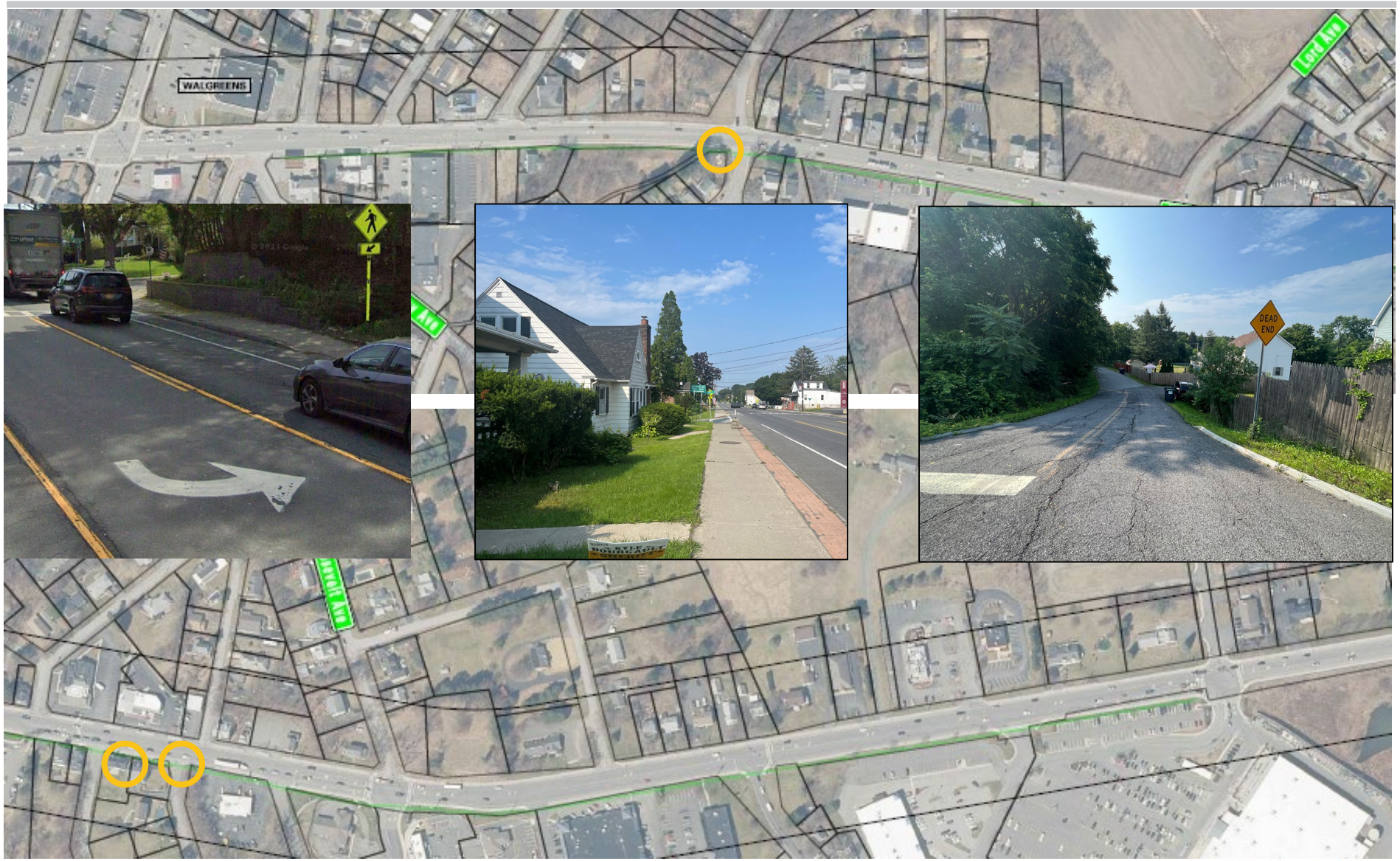
Conceptual Widening



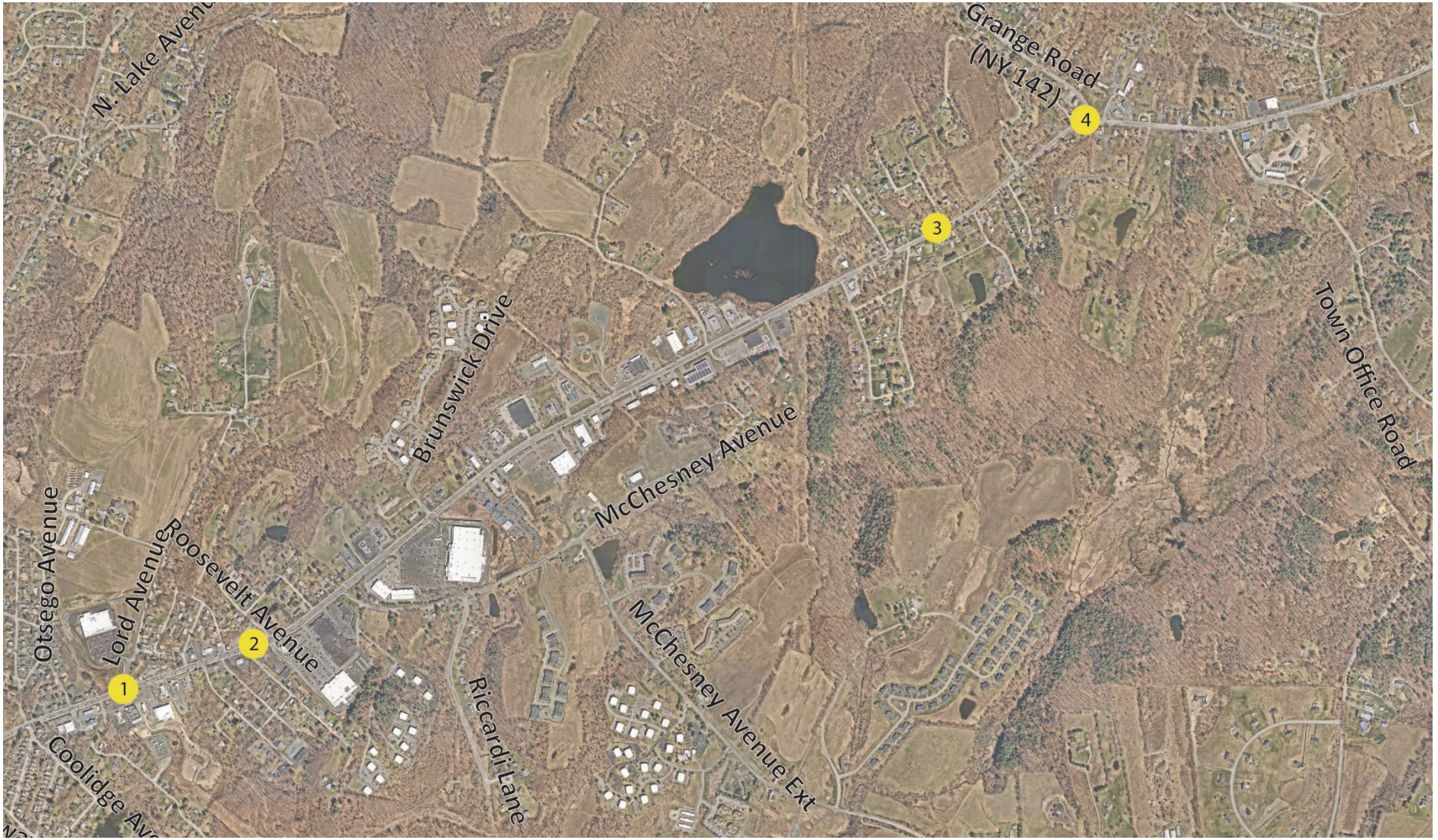
- Two lanes eastbound: Lake Ave through Roosevelt Ave
- Wide sidewalk to accommodate bikes instead of shoulders

Creighton Manning

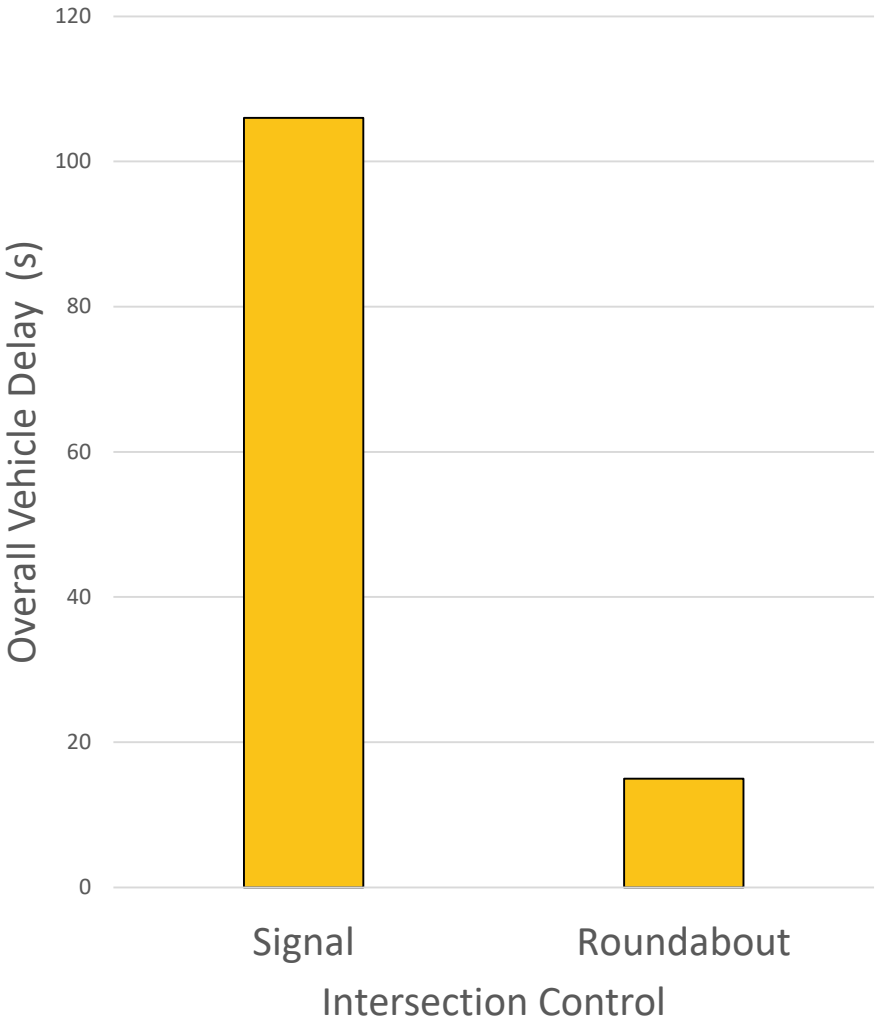
Potential Challenges

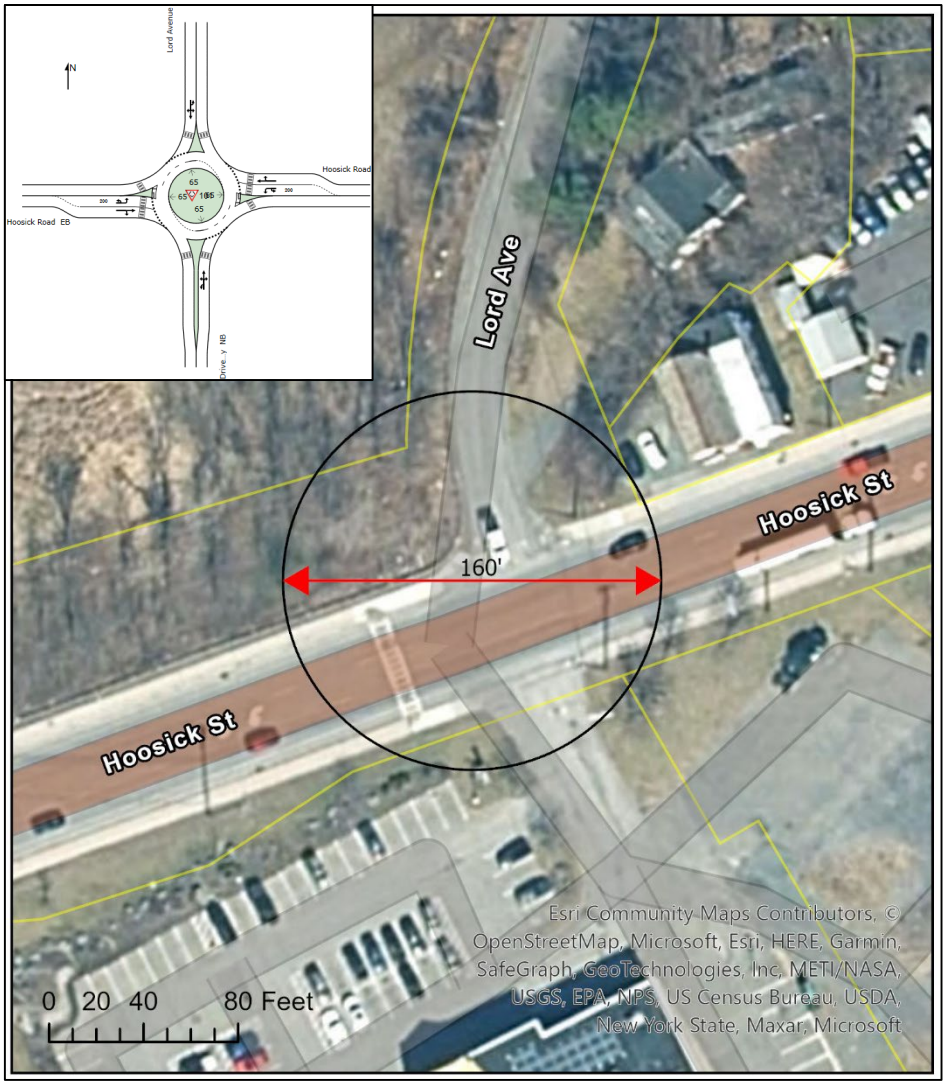


Intersection Concepts



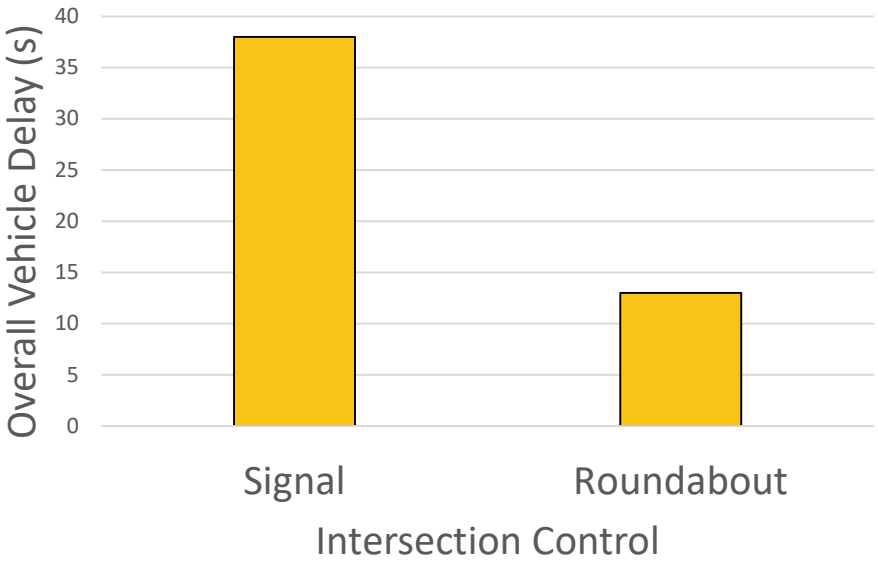
Lord Avenue – Roundabout Assessment

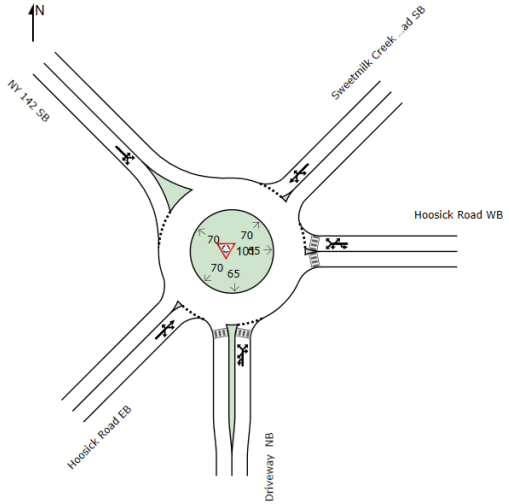


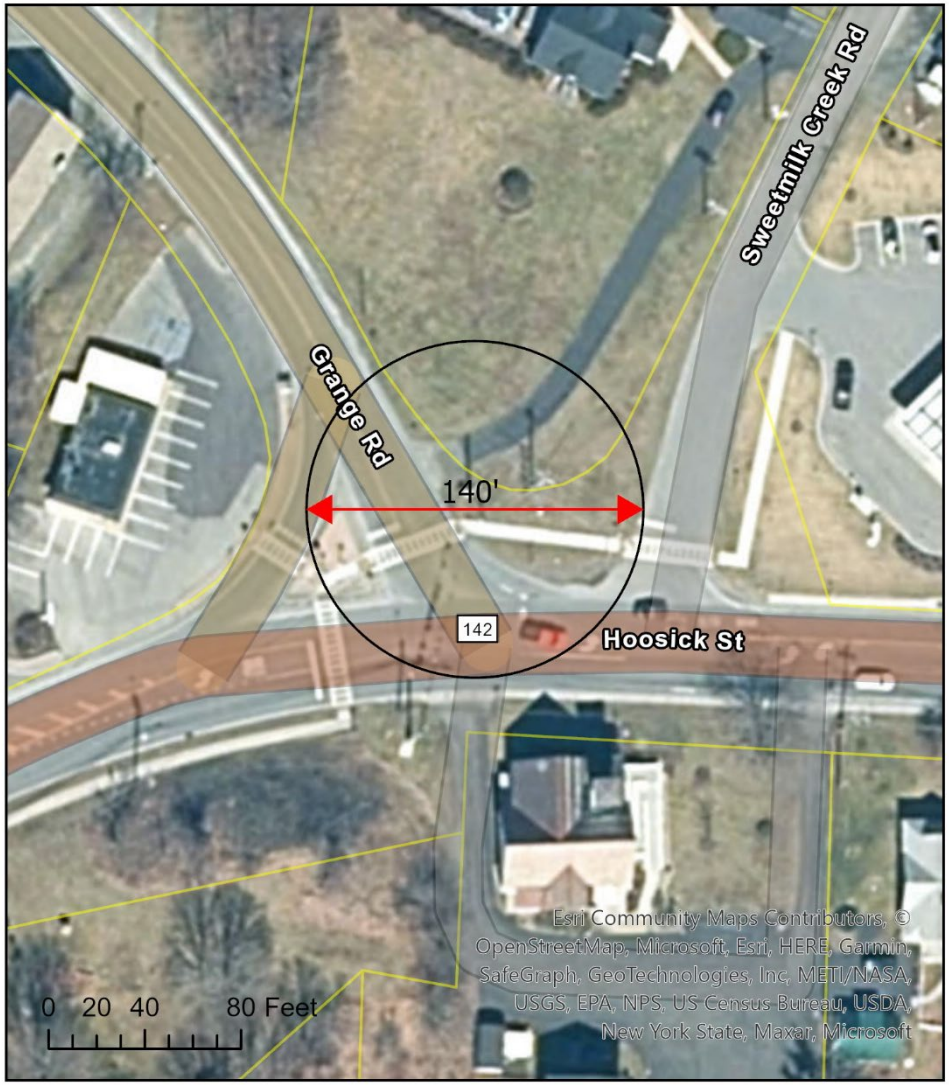


Roosevelt Avenue Widening

NY 142 – Roundabout Assessment

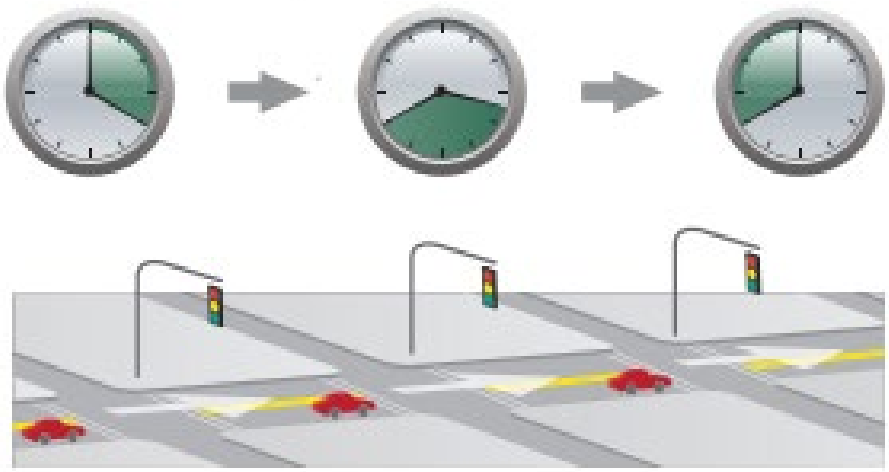




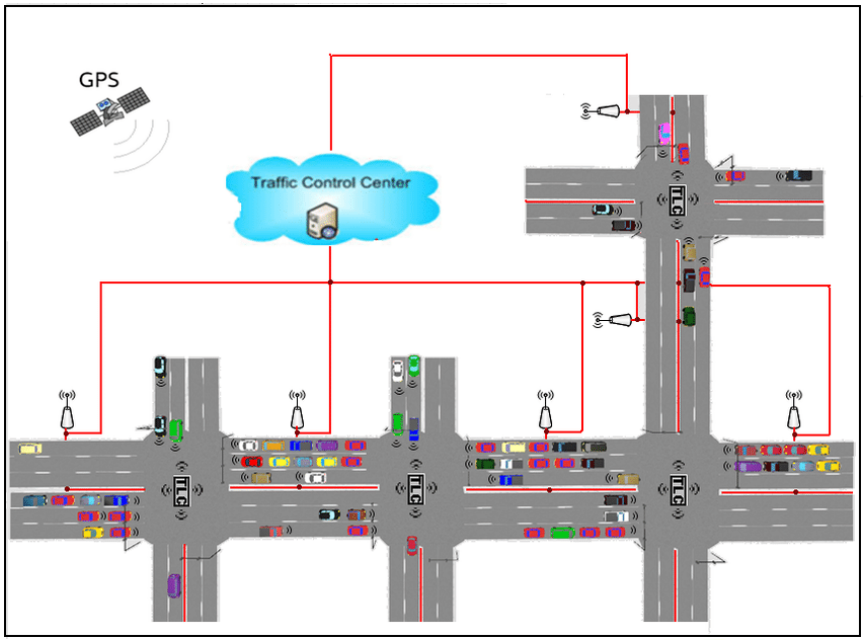


Traffic Signal Analysis

- Coordinated Signals
  - Parameters determine when to turn green
  - Signals communicate to synchronize clocks



- Adaptive Signals
  - Adjust green time based on demand
  - Monitors traffic through the corridor to anticipate arrivals



Travel Time Summary

Concept	Travel Time
2025 Forecast	+ 3 Minutes Over Existing
Coordinated	+ 3 Minutes Over Existing
Adaptive	Same as Existing
Spot Improvements	Slightly better than Existing

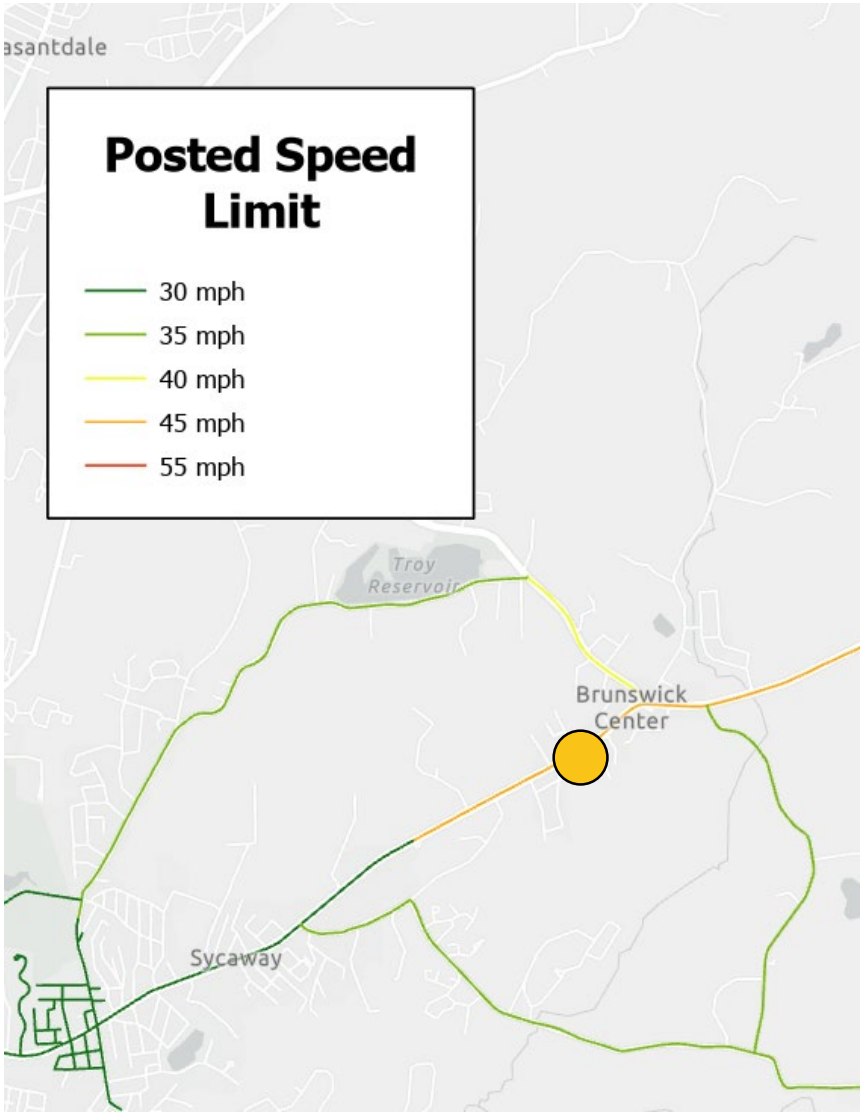
Arminghall Drive Sight Distance

- Explore measures to reduce speed, improve sight distance, or improve warning sign conspicuity at Arminghall Drive.
  - Clear vegetation
  - Regrade slope
  - Increase sign size
  - Add reflective strips

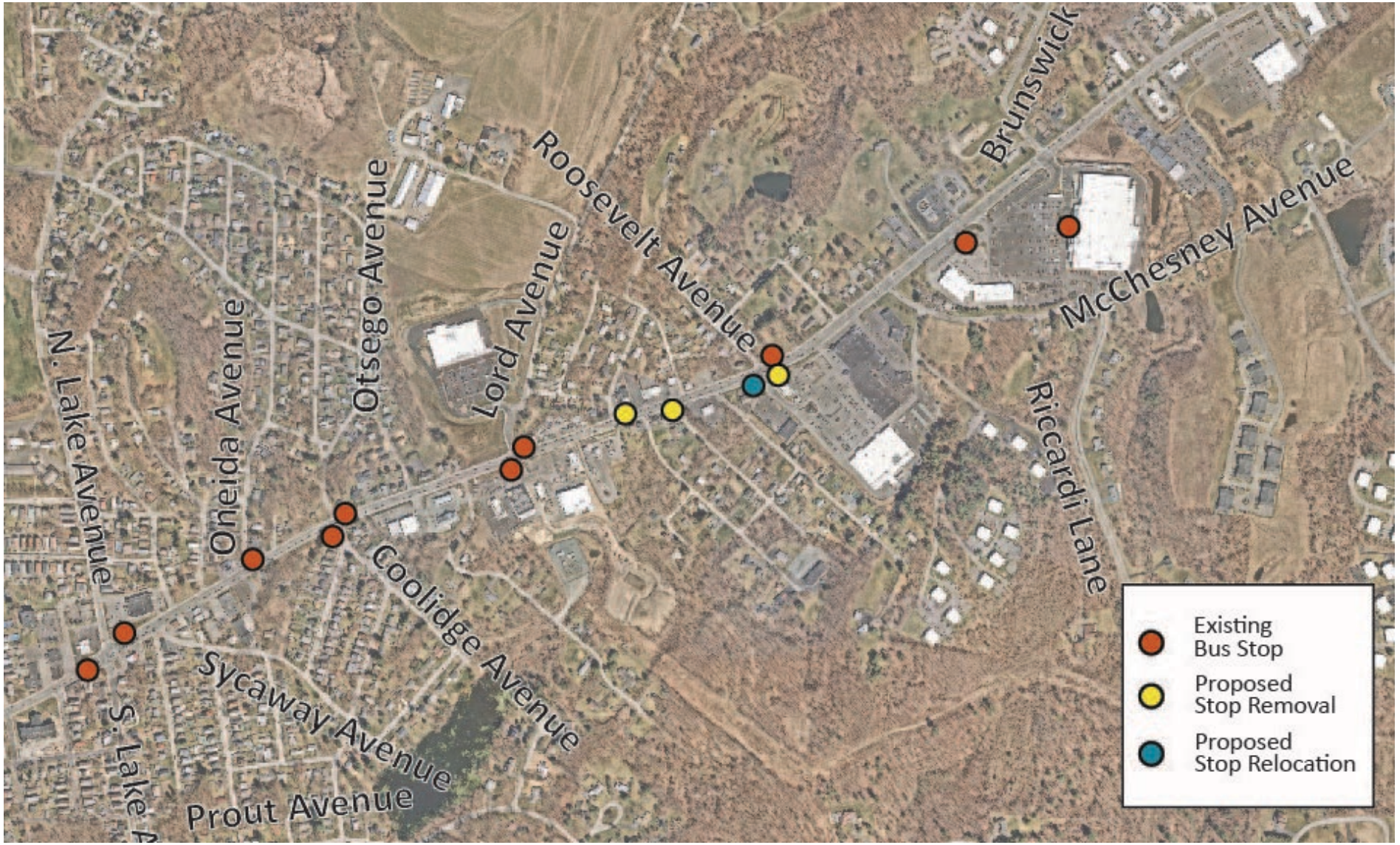
Consider Speed Limit Reduction

McChesney Ave to Sweetmilk Creek Rd

- Posted Speed: 45 mph
- Average Speed: 45 mph
- 85th Percentile Speed: 50 mph



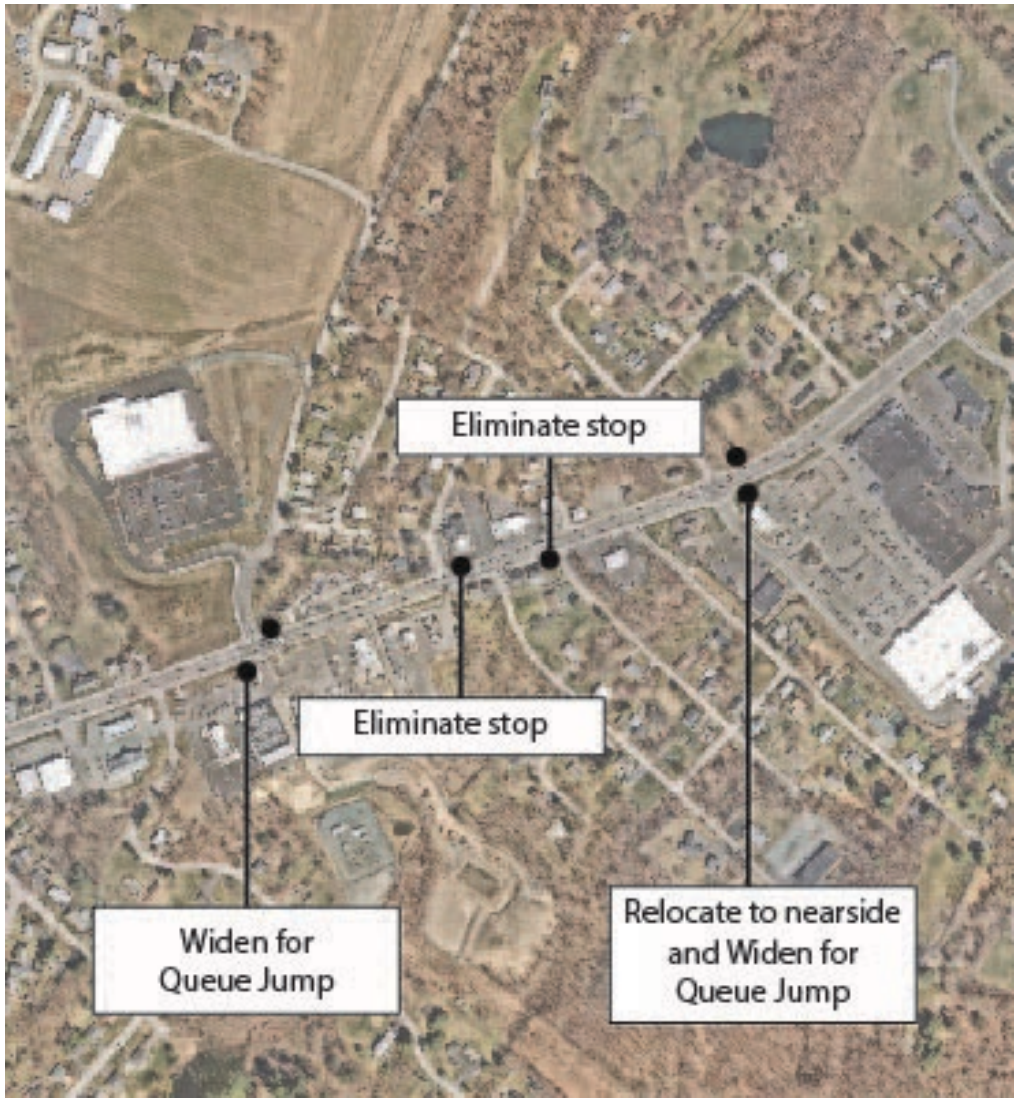
Bus Stop Concepts



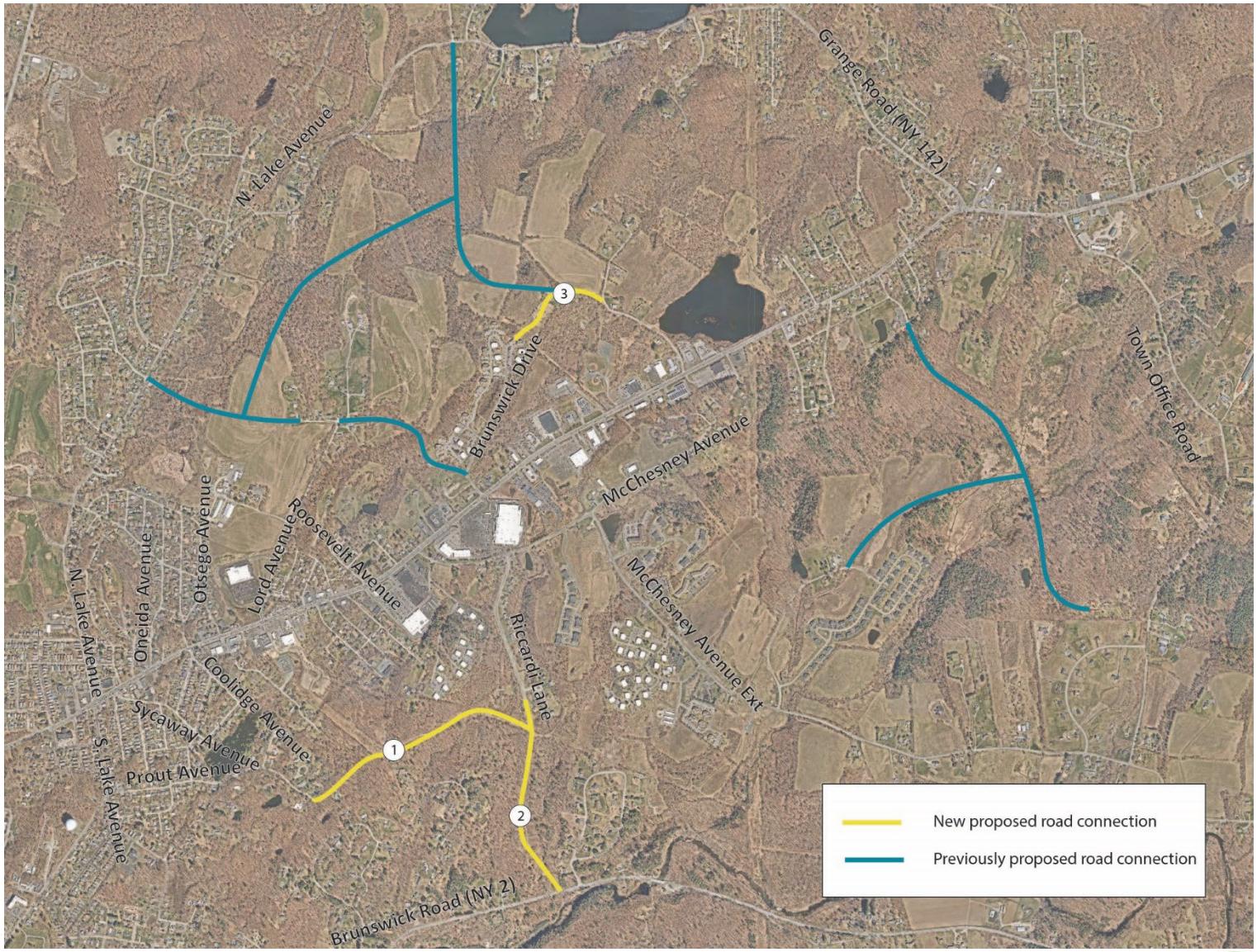
Creighton Manning

Bus Stop Concepts

- Lord Avenue
  - Widen south side to accommodate EB queue jump.
- Eliminate mid-block stops between Lord and Roosevelt
- Roosevelt Avenue
  - Relocate EB stop to nearside and add QJ to right turn lane.



Roadway Connections



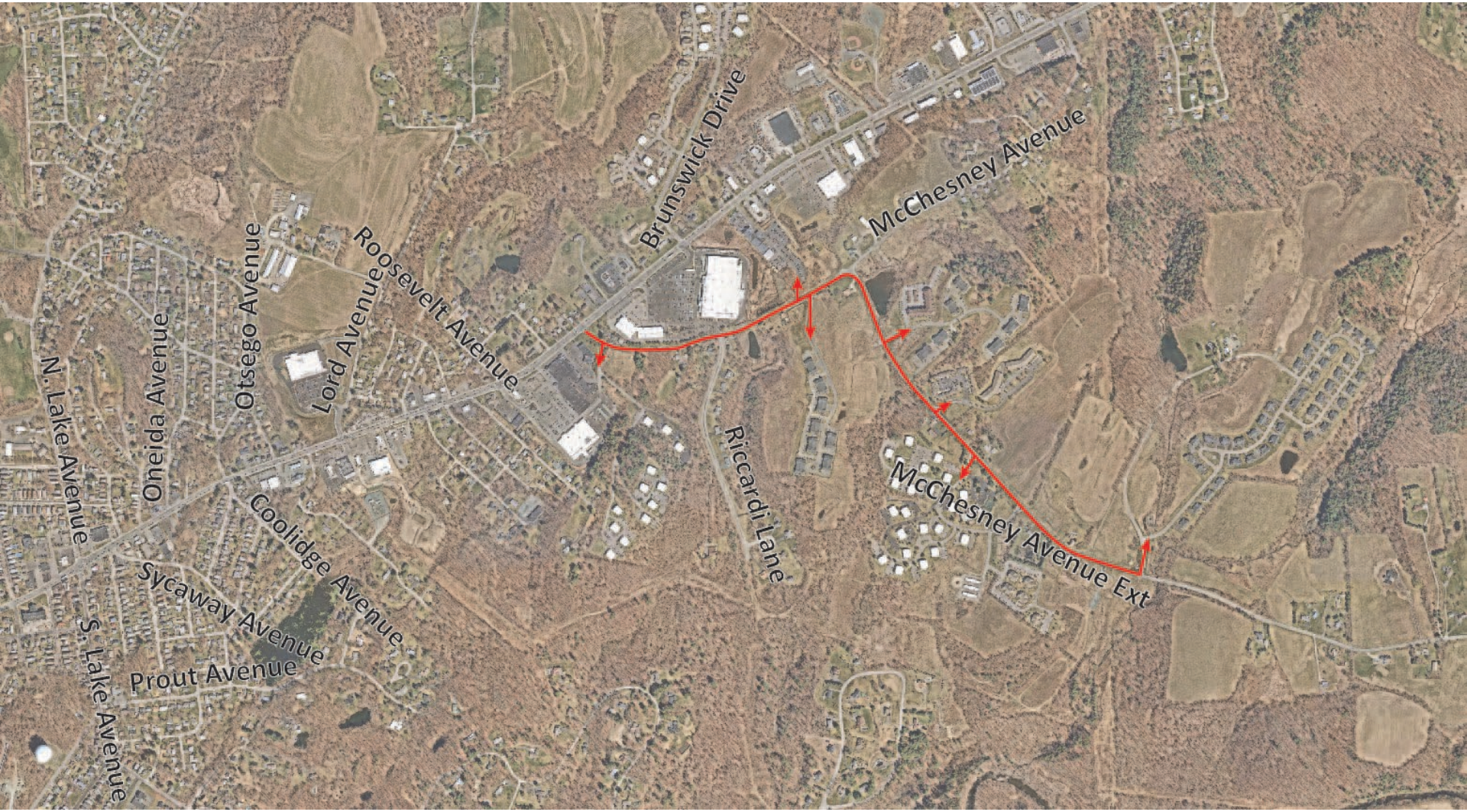
Roadway Connection Modeling

- The model shows existing local demand for proposed roadway connections.
- Proposed roads would have similar character to existing neighborhood roads.
- Study area would benefit from a denser road network.
  - Minor reduction in traffic on Hoosick Road.
  - Local access to retail without requiring travel on Hoosick Road.
  - Improved connectivity for emergency response.

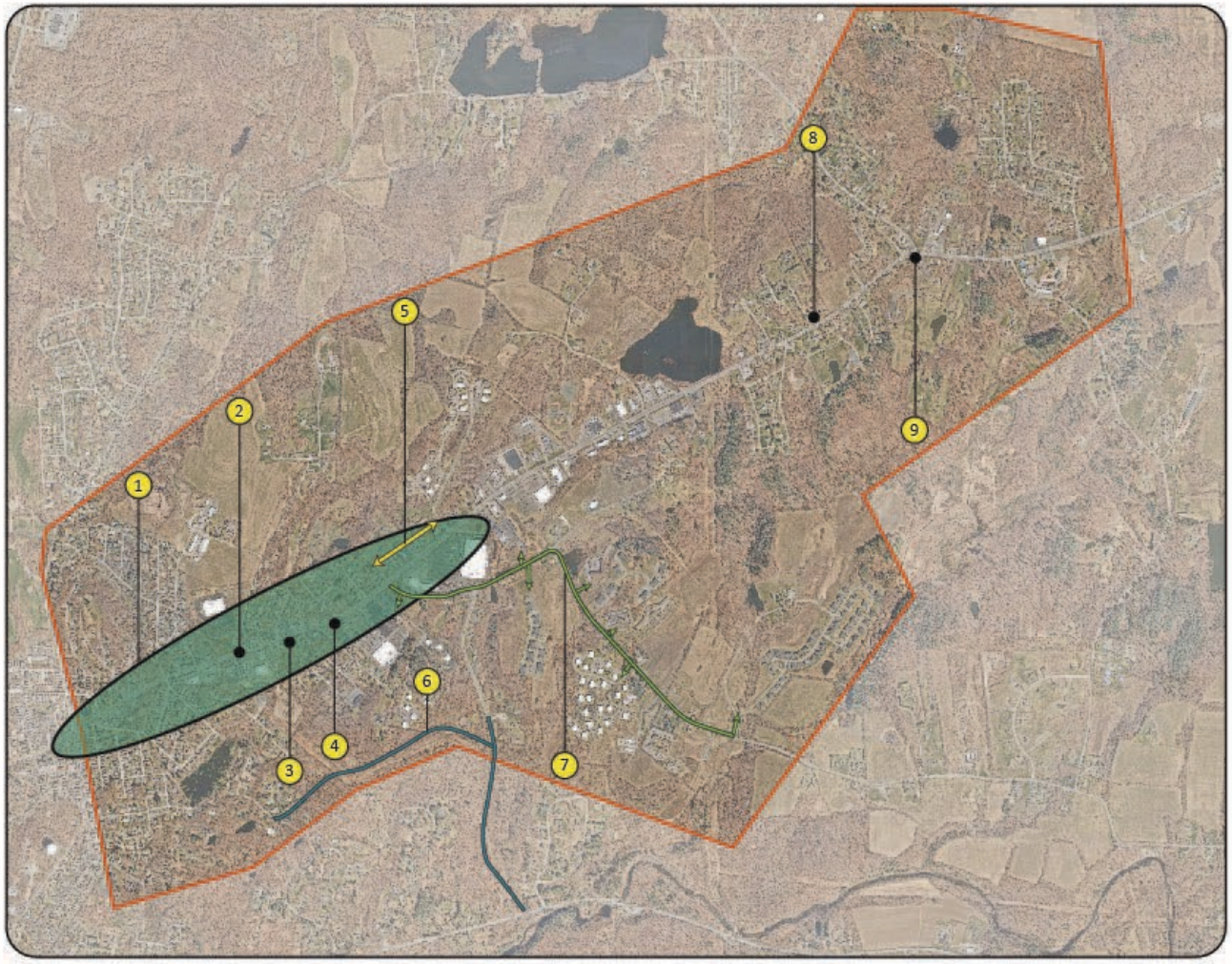
Parcel Connections

- Pursue connection between Burger King/ Dunkin Donuts and new McChesney Development to gain access to signal.

Pedestrian Connections



Draft Concept Plan



1. Implement ATSC or Traditional Signal Coordination
2. Short Term: Widen to south to provide an eastbound queue jump to remove buses from general traffic and improve flow.
   Long Term: Consider a roundabout at Lord Avenue.
3. Eliminate existing mid-block transit stops to reduce bus blockages and improve traffic flow.
4. Widen Hoosick Road at Roosevelt Avenue to accomodate a second eastbound through lane.
5. Pursue cross-access from existing Burger King/Dunkin Donuts and future development to the east and west to promote access at existing traffic signals.
6. Improve network connectivity by implementing local access connections outside of the Hoosick Road corridor.
7. Consider sidewalks or a multi-use path on McChesney Avenue and McChesney Avenue extension to connect apartments to retail.
8. Explore measures to reduce speed, improve sight distance, or improve warning sign conspicuity at Arminghall Drive.
9. Construct a roundabout at Grange Rd (NY 142)

L. Long Term: Roadway widening was previously studied and rejected, and is again not proposed due to numerous private property impacts. However it may be reconsidered in the future.

Creighton Manning

SUMMARY OF MEETING

ENGINEERS
PLANNERS
SURVEYORS

This meeting summary represents the writer's understanding of the major issues discussed. If you wish to suggest edits or additions, please contact the undersigned.

DATE: October 10, 2023

PROJECT: Hoosick Road Corridor Study – SAC Meeting #3

PLACE: Brunswick Town Offices/Zoom Video Conference

TIME: 2:30 p.m.

PURPOSE: **The purpose of this meeting was to review the public input on existing conditions and future needs as well as the preliminary concepts developed for the study area.**

ATTENDEES:

Name	***Title/Representing***	***Email Address***

See attached sign-in sheet

SUMMARY:

1. Andrew Tracy welcomed the group and explained that the key objectives for this meeting included summarizing the public input received and obtaining advisory committee feedback on the draft concepts which was subsequently presented by Creighton Manning. The following was noted during the presentation:
    a. Public Outreach and Input
        i. The majority of comments indicated concern with traffic congestion and operations on Hoosick Road. Other comments included a focus on safety and quality of life improvements in the neighborhoods adjacent to Hoosick Road.
    b. Improvement Concepts
        i. Roadway Widening
            1. The 1999 reconstruction of Hoosick Road examined a five-lane widening and determined it was not feasible due to property impacts. This study reviewed an alternative four-lane widening concept and determined that widening is not recommended at this time due to similar constraints.
        ii. Intersection Spot Improvements
            1. The team reviewed several spot improvements including roundabouts at the Lord Avenue and NY 142 intersections, a spot widening at Roosevelt Avenue, and sight distance improvements at Arminghall Drive. It was noted that the roundabout option at Lord Avenue would need to be explored further for feasibility due to road grades and property impacts.
        iii. Traffic Signal Operations
            1. Creighton Manning presented an overview of coordinated and adaptive traffic signal systems. The travel time results from the traffic models indicate an approximate three minute benefit from adaptive traffic signal control.

iv. Bus Stop Placement/Design
    1. The team explored potential bus stop removals and relocations to improve traffic flow on Hoosick Road and improve transit accessibility through existing traffic signals.
v. Roadway Connections
    1. The group reviewed proposed roadway connections from the NYSDOT Arterial Access Management Study as well as three new proposed roadway connections that would improve local access to shopping and retail on the Hoosick Road corridor without inducing demand for cut-through traffic in the neighborhoods.
vi. Bicycle/Pedestrian Connections
    1. One preliminary study recommendation is to provide a bicycle/pedestrian connection along McChesney Avenue and McChesney Avenue Extension to connect the existing apartments to retail on Hoosick Road.

2. Open Discussion: After the presentation, Andrew Tracy and Mark Sargent facilitated a general discussion on the proposed concepts, asking the SAC to provide input on what they liked, disliked, and would like to see prior to presenting the concepts to the public. The following was noted during the discussion:
    a. Audrey Burneson stated that roundabout projects would be eligible for CMAQ funding up to $5 million.
        i. Andrew Tracy clarified that the CRTC region is in attainment for air quality and would not have local CMAQ funds, however the NYSDOT statewide CMAQ funding would still be applicable.
    b. It was noted that although the Lord Avenue roundabout concept showed a reduction in delay, its proximity to adjacent traffic signals could result in operational impacts from queues blocking the roundabout.
    c. The group discussed potential options to reduce traffic pressure in the neighborhoods adjacent to Hoosick Road. It was noted that the proposed roadway connections from Lord Avenue to N. Lake Avenue would reduce cut-through traffic in the vicinity of Oneida Street. It was requested that the study examine potential traffic calming solutions to reduce the negative effects of traffic in neighborhoods. **Action: CM to review traffic calming treatments in neighborhoods.**
    d. The group discussed options for presenting the materials to the public, either as alternative concepts or draft recommendations. It was agreed that because the concepts could be implemented independently as standalone projects that they should be presented as draft recommendations.
    e. It was noted that the Ricardi Lane extension was previously considered by the Town but not implemented due to concerns from residents on NY 2.
    f. Supervisor Herrington asked how the Town could pursue the proposed roadway connections on private property and if eminent domain would be required.
        i. CM responded that the intent is that the road could be constructed or right of way preserved for a future connection as part of site plan review if these properties were to be redeveloped.
    g. It was noted that the public may be disappointed with the determination that roadway widening is not feasible considering other major infrastructure projects that NYSDOT is examining such as I-787.
        i. CM responded that the team will develop a draft report to frame the conclusions prior to engaging the public. **Action: CM to progress draft report.**

3. Schedule/Next Steps – The next steps are to progress the draft report and share it with the committee for review. Following review, the team will record the second online public workshop, and publicize it through the study website.

Actions:
CM to review traffic calming treatments in neighborhoods.
CM to progress draft report.

The meeting concluded at 3:30 p.m.

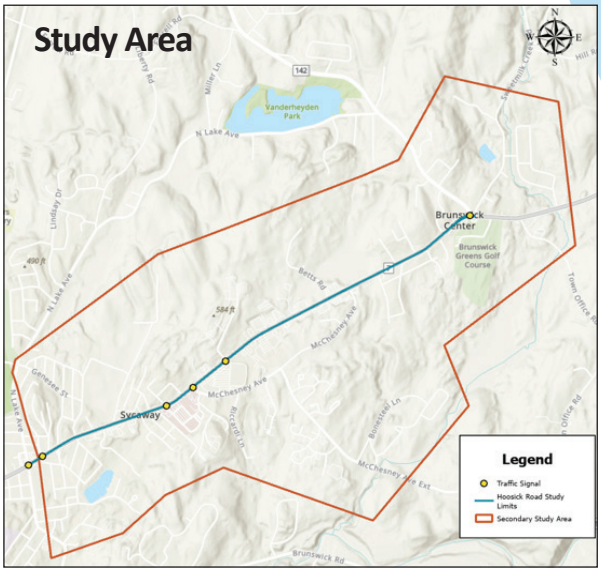
Jesse Vogl, AICP
Senior Planner

cc: Attendees
File

TOWN OF BRUNSWICK
HOOSICK ROAD CORRIDOR STUDY

How Can We Improve Route 7?

*The goal of the **Hoosick Road Corridor Study** is to develop recommendations to reduce traffic congestion, improve safety, and improve multimodal mobility on Hoosick Road from Lake Avenue in the City of Troy to Sweetmilk Creek Road in the Town of Brunswick.*



TALK WITH THE PROJECT TEAM

Look for us outside Price Chopper Plaza (*1PM-3PM*) | June 10, 2023

JOIN AT YOUR OWN PACE!

Review and Comment on the Online Presentation | June-July 2023

VISIT www.hoosickroadstudy.com

TAKE A SHORT SURVEY

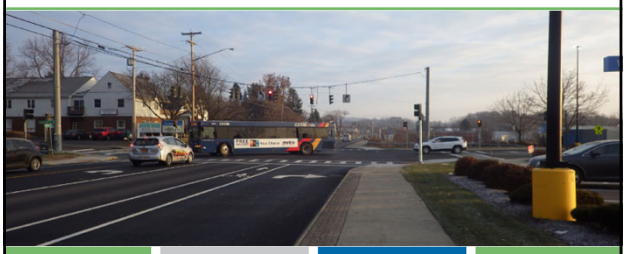
Don't miss this chance to identify areas along Hoosick Rd. with traffic or pedestrian safety issues.

Use the QR code or visit:
www.hoosickroadstudy.com/public-input

Visit the project website at: https://hoosickroadstudy.com

This work is supported by
CDTC Capital District Transportation Committee

Hoosick Road Corridor Study

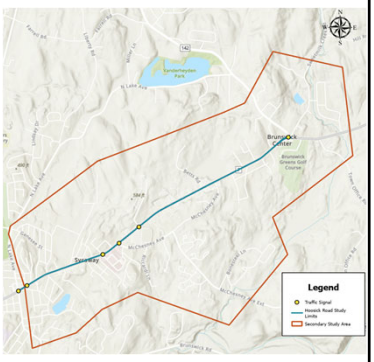


Join at Your Own Pace
Public Workshop

1

Study Area

- Hoosick Road (NY Route 7)
- Lake Avenue to Sweetmilk Creek Road
- Adjacent Neighborhoods



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Project Scope & Schedule

1 – Initiation (Fall 2022)
2 - Existing and Future Conditions and Need
3 – Public Involvement
4 – Recommendations and Public Involvement
5 – Report (Fall 2023)

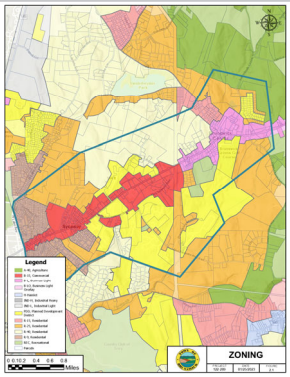
3

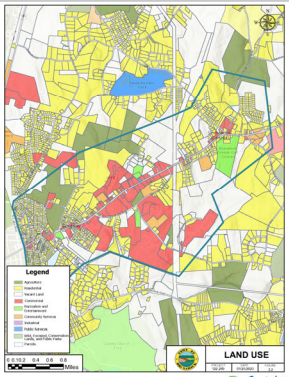
Draft Study Purpose

The purpose of this transportation planning study is to develop recommendations to **reduce traffic congestion, improve safety and improve multimodal mobility** on Hoosick Road from Lake Avenue to Sweetmilk Creek Road in the Town of Brunswick.

4

Zoning & Land Use





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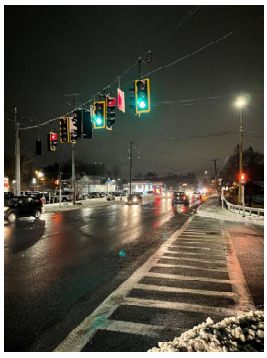
Transportation Infrastructure

- 3 to 4 Lanes
- 60 to 70 Feet wide+/- (including sidewalks)
- Generally sidewalk on both sides
- 6 Traffic signals with varying coordination



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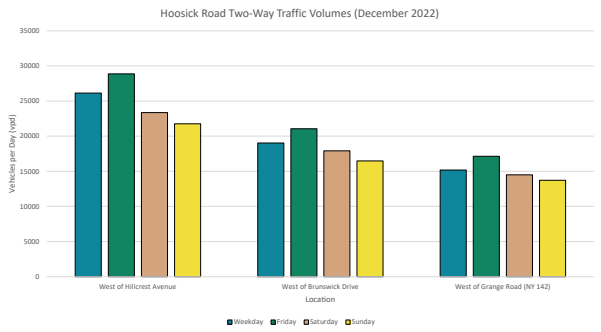
Daily Traffic Variations



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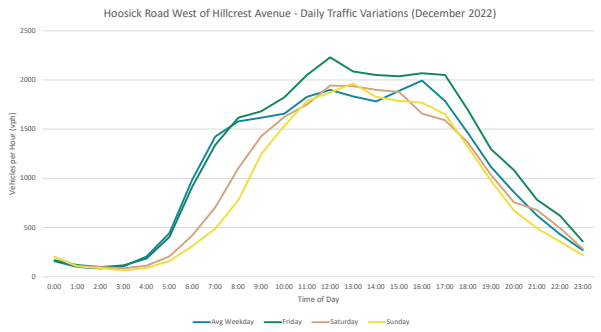
Hourly Traffic Variations



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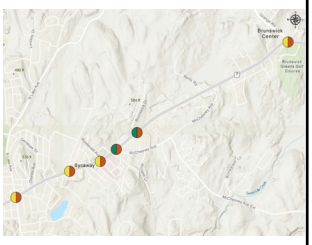
Traffic Forecasts

- Traffic volumes have generally increased over the past decade
- Background growth from CDTC STEP Model
- Known/Potential retail and residential developments
- Forecast year 2045

9

Vehicle Level of Service

- Letter grade from A to F
- Green = LOS A/B
- Yellow = LOS C/D
- Red = LOS E/F
- Split Circles:
  - Overall intersection operates at specified LOS
  - Some approaches operate at LOS E/F



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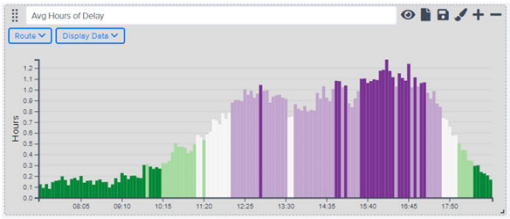
Travel Time Reliability

- National Performance Management Research Dataset
- Corridor experiences high levels of congestion
- Congestion occurs on Fridays and weekends
- Congestion is worst in the west portion of the corridor and in the eastbound direction



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Bicycle/Pedestrian Characteristics

- Pedestrian observations conducted with vehicle turning movement counts
- Typically 5-10 pedestrian crossings/hour at each intersection
- Much higher activity at Lake Avenue
- No pedestrian activity at Grange Road
- Bicycle activity is lower

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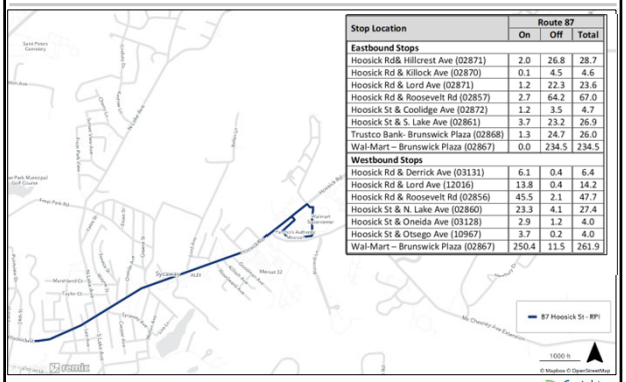
Transit Characteristics



Stop Location	Route 87		
	On	Off	Total
Eastbound Stops			
Hoosick Rd& Hillcrest Ave (02871)	2.0	26.8	28.7
Hoosick Rd & Killock Ave (02870)	0.1	4.5	4.6
Hoosick Rd & Lord Ave (02871)	1.2	22.3	23.6
Hoosick Rd & Roosevelt Rd (02857)	2.7	64.2	67.0
Hoosick St & Coolidge Ave (02872)	1.2	3.5	4.7
Hoosick St & S. Lake Ave (02861)	3.7	23.2	26.9
Trustco Bank- Brunswick Plaza (02868)	1.3	24.7	26.0
Wal-Mart – Brunswick Plaza (02867)	0.0	234.5	234.5
Westbound Stops			
Hoosick Rd & Derrick Ave (03131)	6.1	0.4	6.4
Hoosick Rd & Lord Ave (12016)	13.8	0.4	14.2
Hoosick Rd & Roosevelt Rd (02856)	45.5	2.1	47.7
Hoosick St & N. Lake Ave (02860)	23.3	4.1	27.4
Hoosick St & Oneida Ave (03128)	2.9	1.2	4.0
Hoosick St & Otsego Ave (10967)	3.7	0.2	4.0
Wal-Mart – Brunswick Plaza (02867)	250.4	11.5	261.9

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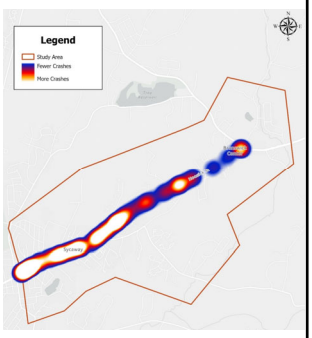
Safety Assessment

Crash type	Count
COLL. W/LIGHT PEDESTRIAN/BICYCLIST	9
COLLISION WITH ANIMAL	24
COLLISION WITH FIXED OBJECT	18
COLLISION WITH MOTOR VEHICLE	541
NOT ENTERED	1
Total	**593**

Collision type	Count
HEAD ON	4
LEFT TURN (AGAINST OTHER CAR)	31
NOT ENTERED	1
OTHER	49
OVERTAKING	94
REAR END	355
RIGHT ANGLE	45
RIGHT TURN	14
Total	**593**



14

We Want Your Feedback

- What is most important to you?
- What changes or improvements would you like to see in the corridor?
- List any transportation problems or concerns in the study area.

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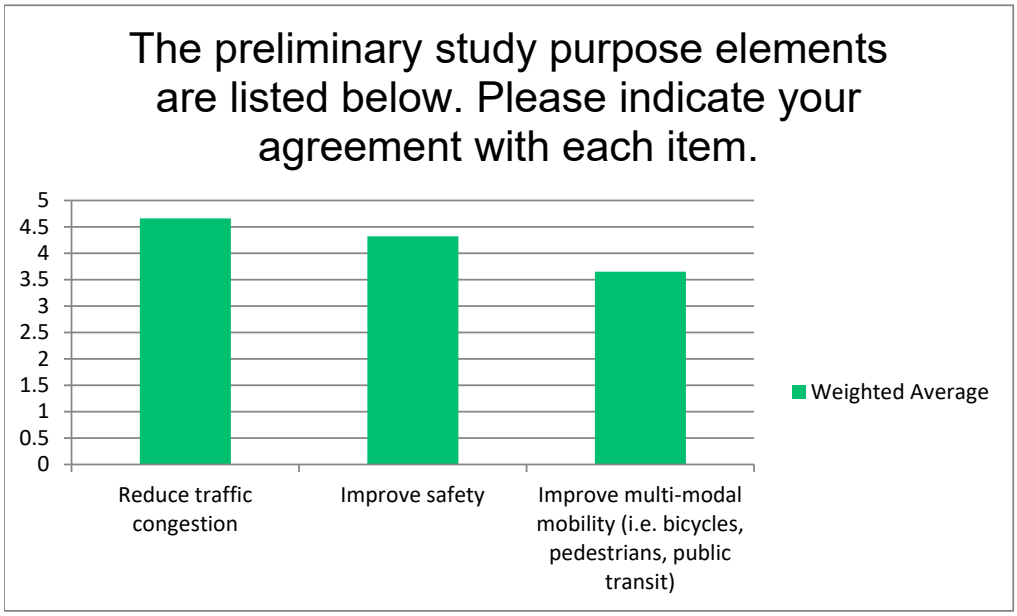
Hoosick Road Corridor Study - Public Input Survey

The preliminary study purpose elements are listed below. Please indicate your agreement with each item.

	Reduce traffic	Improve safet	Improve multi	Other (please specify)
	5.14%	5.26%	7.34%	
Strongly Disagree	53	53	75	
	0.58%	0.79%	6.95%	
Disagree	6	8	71	
	1.65%	10.13%	30.53%	
Neutral	17	102	312	
	8.43%	24.53%	23.87%	
Agree	87	247	244	
	84.21%	59.29%	31.31%	
Strongly Agree	869	597	320	
Total	1032	1007	1022	44
Weighted Average	4.66	4.32	3.65	

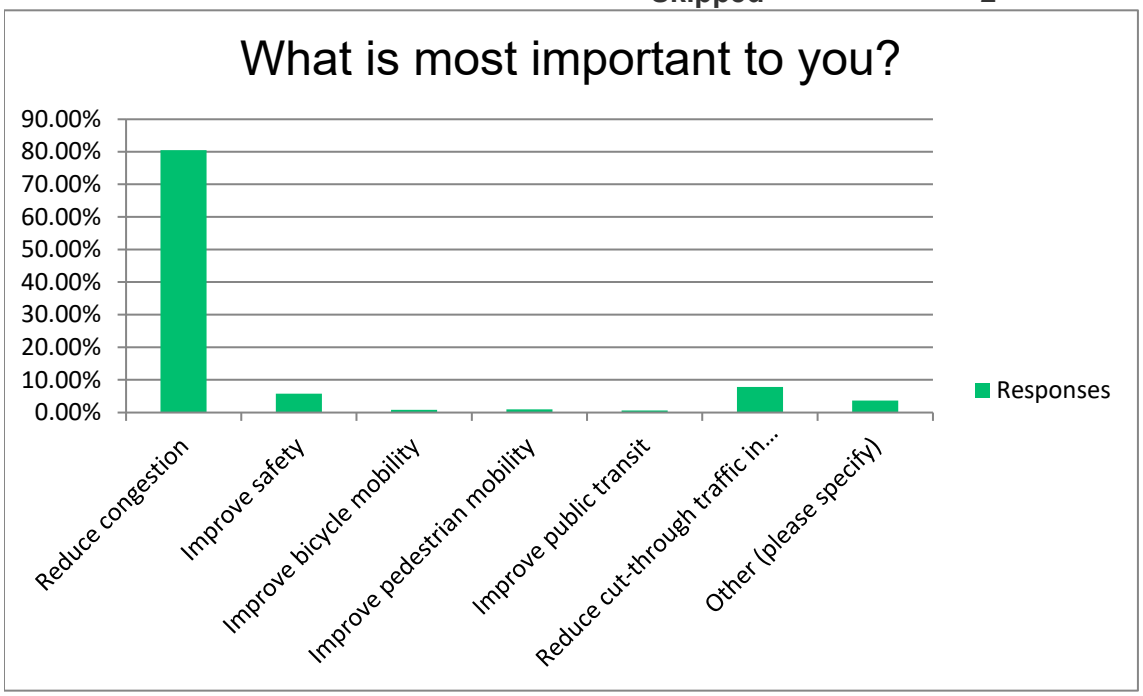
Answered **1032** **Skipped** **10**



Hoosick Road Corridor Study - Public Input Survey

What is most important to you?

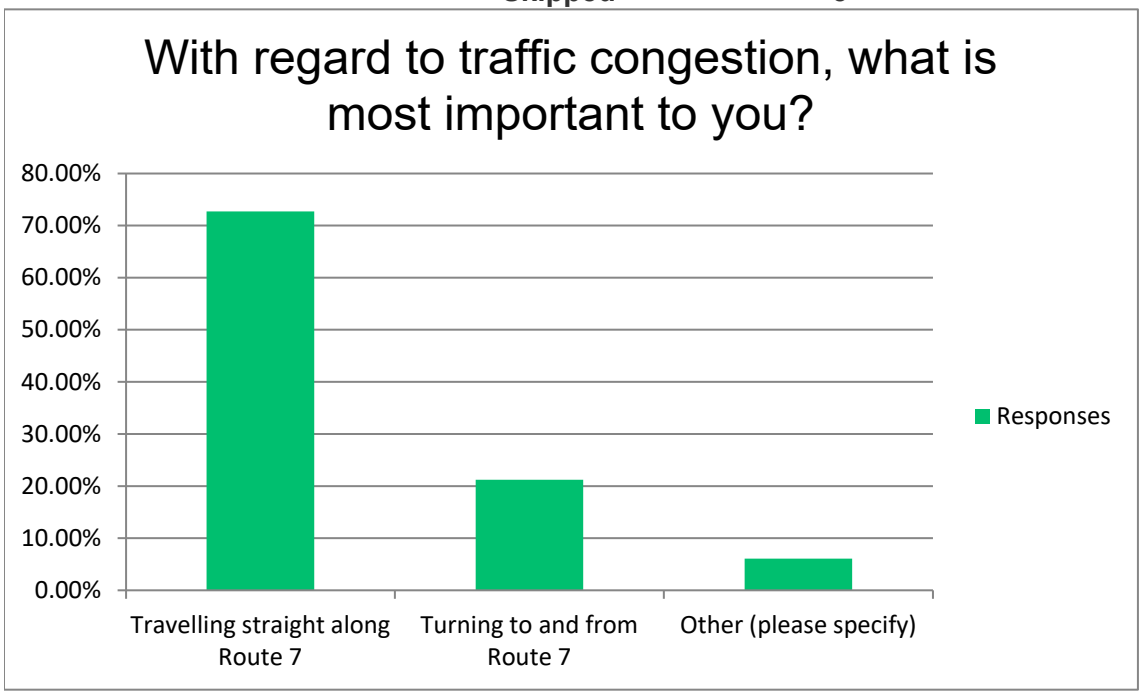
Answer Choices	Responses	
Reduce congestion	80.48%	837
Improve safety	5.77%	60
Improve bicycle mobility	0.77%	8
Improve pedestrian mobility	0.96%	10
Improve public transit	0.58%	6
Reduce cut-through traffic in neighborhoods	7.79%	81
Other (please specify)	3.65%	38
	Answered	**1040**
	Skipped	**2**



Hoosick Road Corridor Study - Public Input Survey

With regard to traffic congestion, what is most important to you?

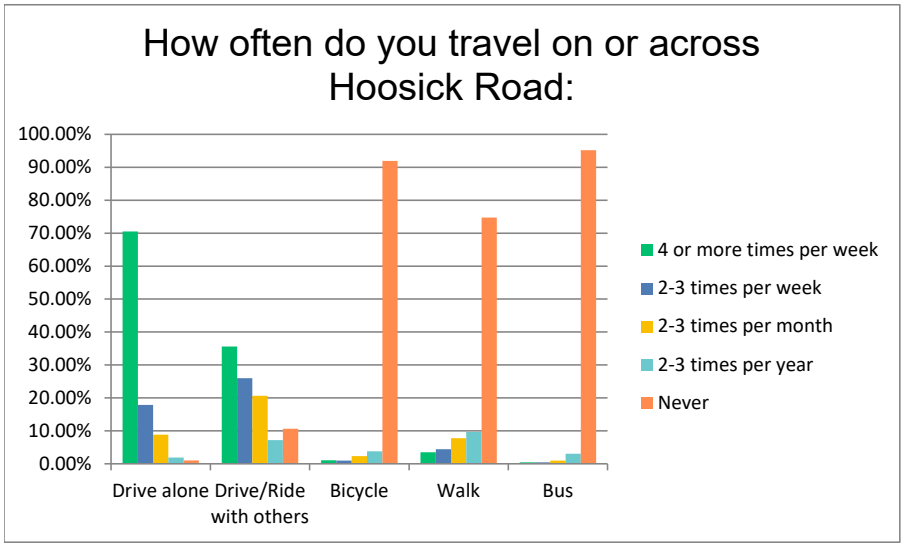
Answer Choices	Responses	
Travelling straight along Route 7	72.71%	754
Turning to and from Route 7	21.22%	220
Other (please specify)	6.08%	63
	Answered	**1037**
	Skipped	**5**



Hoosick Road Corridor Study - Public Input Survey

How often do you travel on or across Hoosick Road:

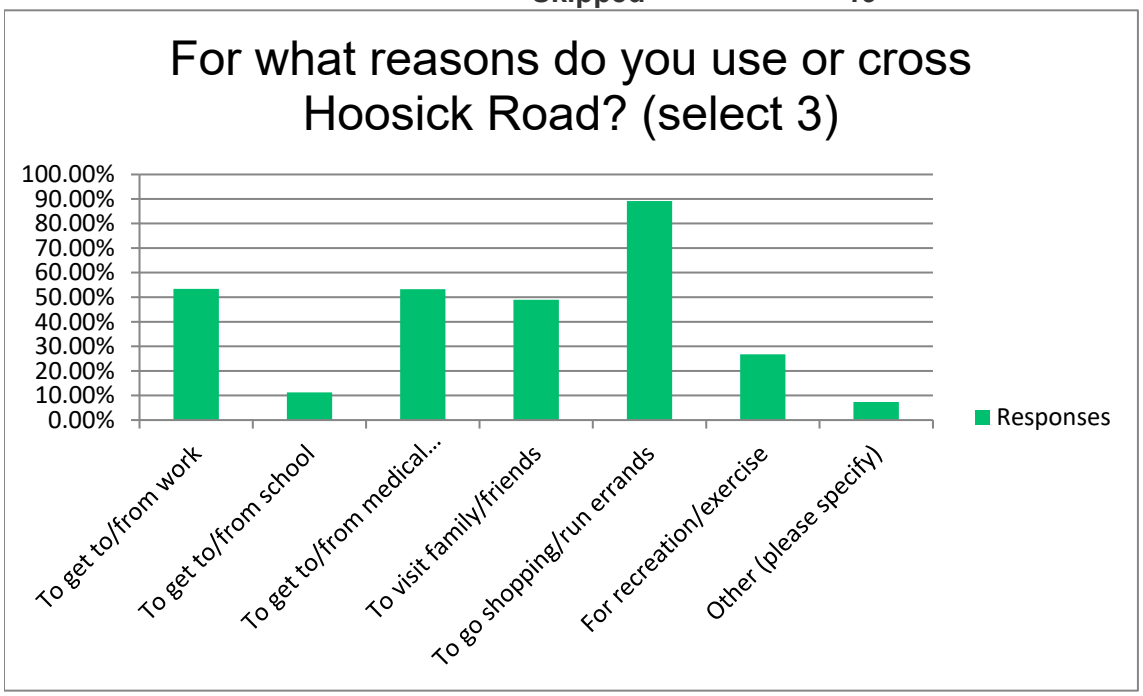
	Drive alone	Drive/Ride wi	Bicycle	Walk	Bus	Other (please specify)			
4 or more times per week	70.54%	35.59%	1.05%	3.46%	0.42%				
	728	352	10	33	4				
2-3 times per week	17.83%	25.99%	0.94%	4.40%	0.42%				
	184	257	9	42	4				
2-3 times per month	8.82%	20.63%	2.31%	7.76%	0.94%				
	91	204	22	74	9				
2-3 times per year	1.84%	7.18%	3.77%	9.64%	3.04%				
	19	71	36	92	29				
Never	0.97%	10.62%	91.93%	74.74%	95.17%				
	10	105	877	713	907		**Answered**	**Skipped**	
Total	1032	989	954	954	953	25	**1039**		**3**



Hoosick Road Corridor Study - Public Input Survey

For what reasons do you use or cross Hoosick Road? (select 3)

Answer Choices	Responses	
To get to/from work	53.37%	546
To get to/from school	11.24%	115
To get to/from medical appointments	53.27%	545
To visit family/friends	48.97%	501
To go shopping/run errands	89.15%	912
For recreation/exercise	26.78%	274
Other (please specify)	7.33%	75
	Answered	**1023**
	Skipped	**19**



Hoosick Road Corridor Study - Public Input Survey

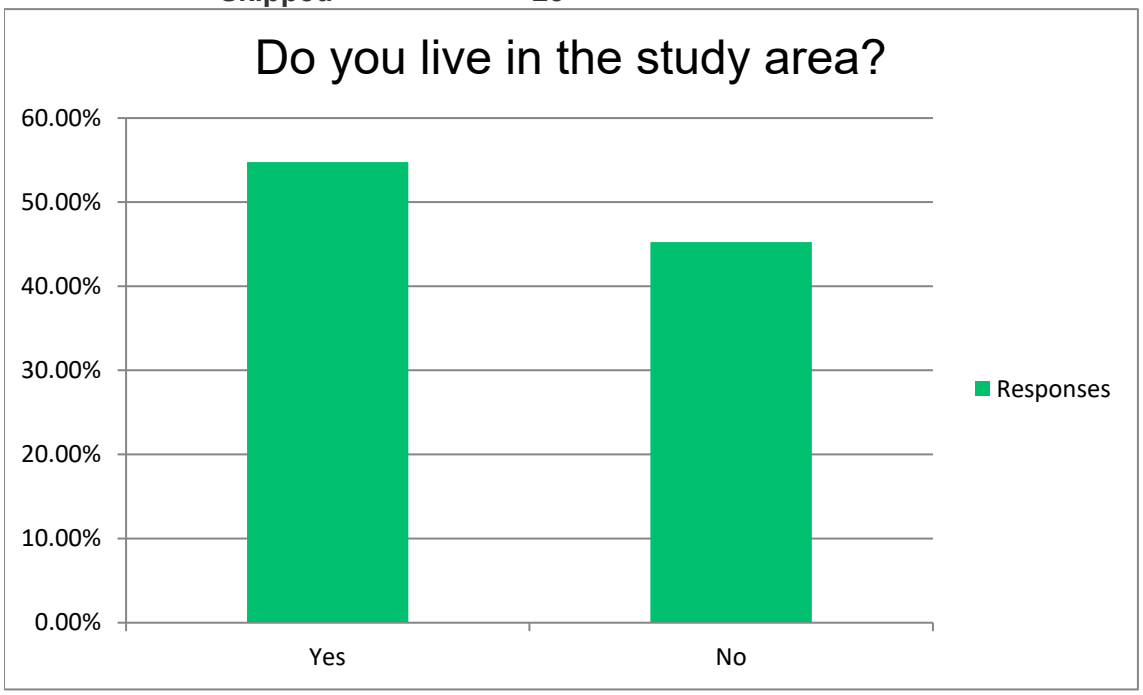
Please use the space below to provide any additional comments.

Answered	**357**
Skipped	**685**

Hoosick Road Corridor Study - Public Input Survey

Do you live in the study area?

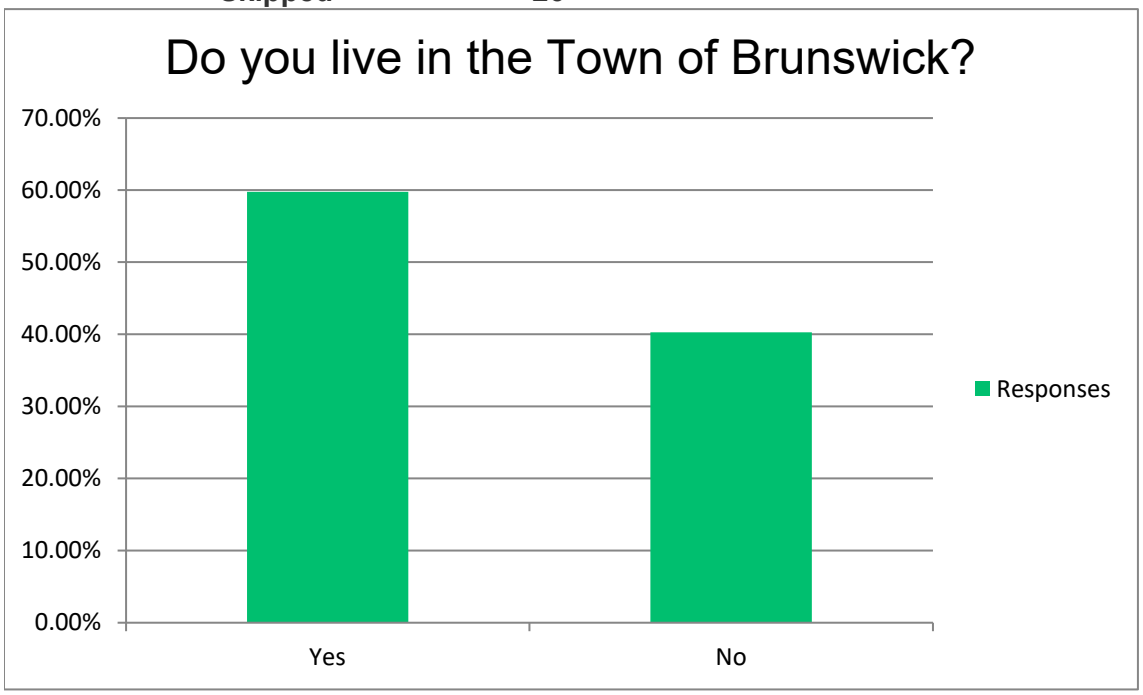
Answer Choices	Responses	
Yes	54.76%	558
No	45.24%	461
Answered		**1019**
Skipped		**23**



Hoosick Road Corridor Study - Public Input Survey

Do you live in the Town of Brunswick?

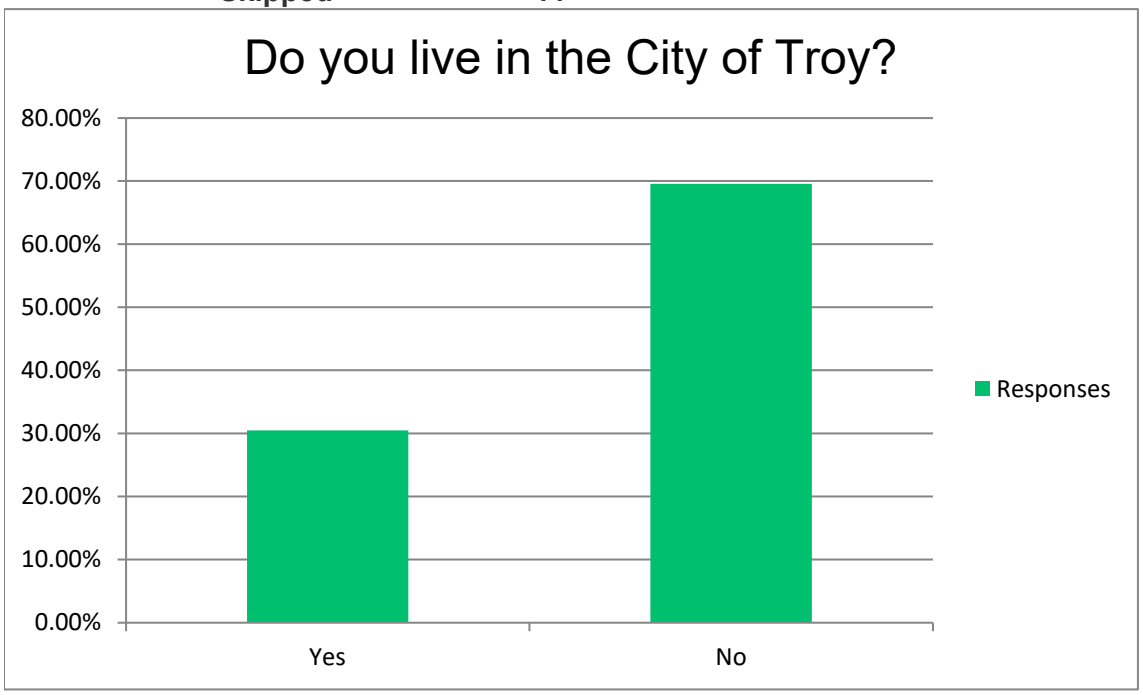
Answer Choices	Responses	
Yes	59.74%	607
No	40.26%	409
	Answered	**1016**
	Skipped	**26**



Hoosick Road Corridor Study - Public Input Survey

Do you live in the City of Troy?

Answer Choices	Responses	
Yes	30.46%	304
No	69.54%	694
Answered		**998**
Skipped		**44**



Hoosick Road Corridor Study - Public Input Survey

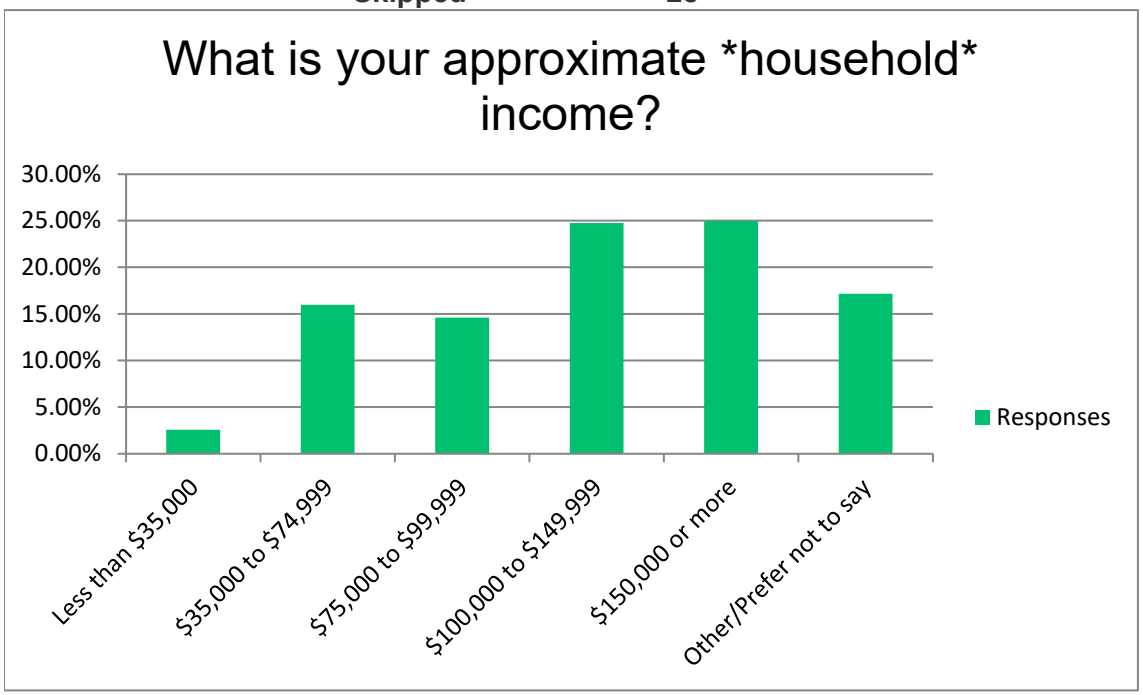
What is your zip code?

Answered	**1012**
Skipped	**30**

Hoosick Road Corridor Study - Public Input Survey

What is your approximate *household* income?

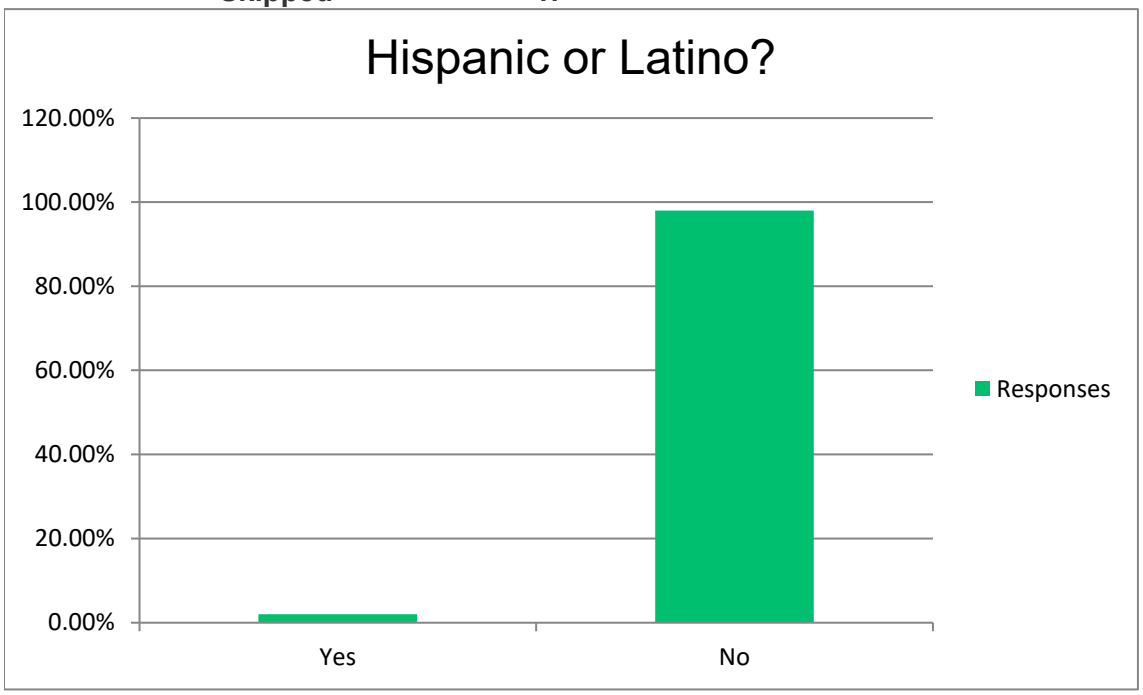
Answer Choices	Responses	
Less than $35,000	2.56%	26
$35,000 to $74,999	15.98%	162
$75,000 to $99,999	14.60%	148
$100,000 to $149,999	24.75%	251
$150,000 or more	24.95%	253
Other/Prefer not to say	17.16%	174
	Answered	**1014**
	Skipped	**28**



Hoosick Road Corridor Study - Public Input Survey

Hispanic or Latino?

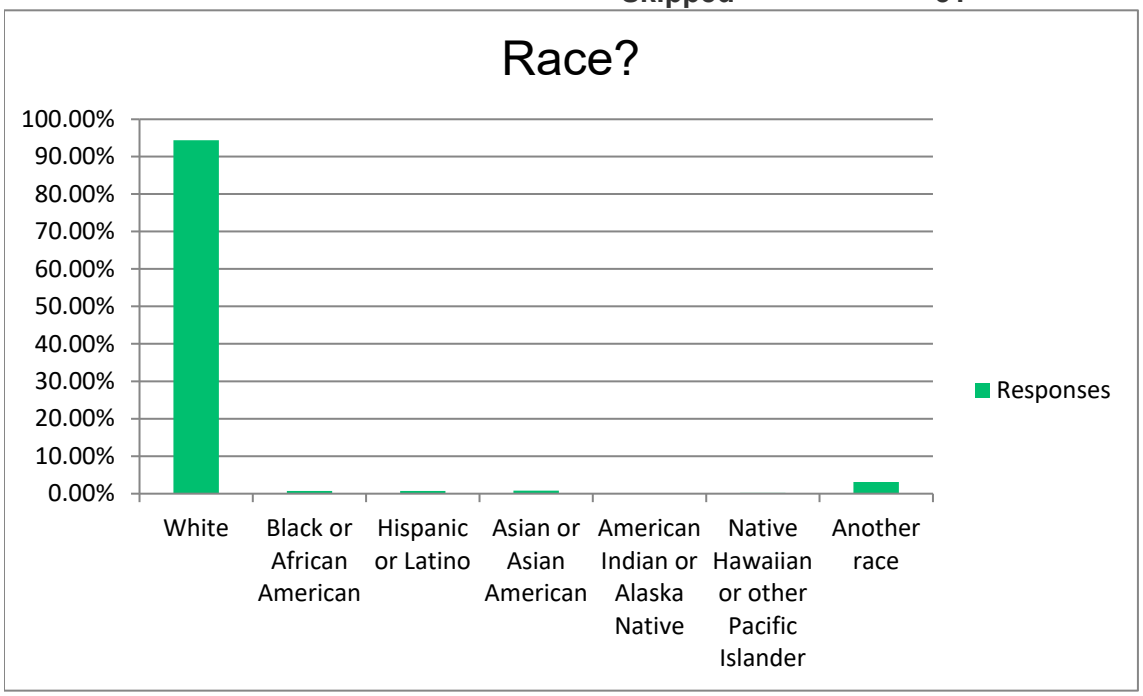
Answer Choices	Responses	
Yes	2.01%	20
No	97.99%	975
	Answered	**995**
	Skipped	**47**



Hoosick Road Corridor Study - Public Input Survey

Race?

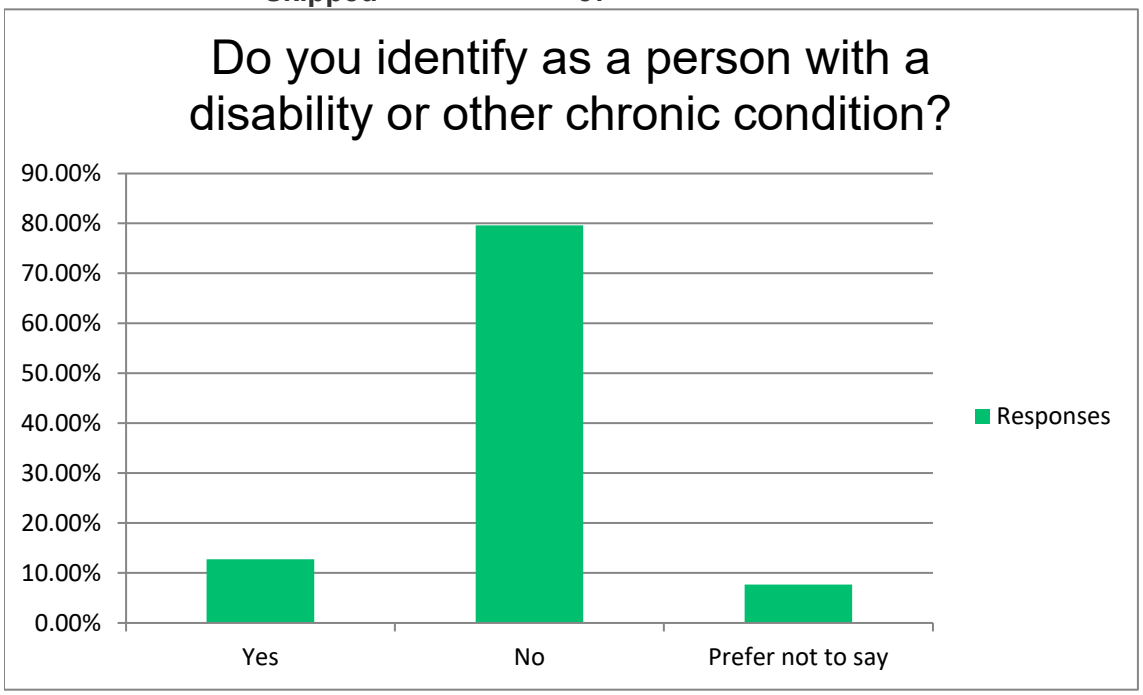
Answer Choices	Responses	
White	94.35%	935
Black or African American	0.71%	7
Hispanic or Latino	0.71%	7
Asian or Asian American	0.81%	8
American Indian or Alaska Native	0.10%	1
Native Hawaiian or other Pacific Islander	0.20%	2
Another race	3.13%	31
	Answered	**991**
	Skipped	**51**



Hoosick Road Corridor Study - Public Input Survey

Do you identify as a person with a disability or other chronic condition?

Answer Choices	Responses	
Yes	12.74%	128
No	79.60%	800
Prefer not to say	7.66%	77
	Answered	**1005**
	Skipped	**37**



Comment
I think the town/state should invest in roundabouts throughout Hoosick Street to keep traffic moving freely. The Town of Brunswick could use this as an opportunity to build civic pride by displaying statues or monuments in the middle of each roundabout (such as a Bengal Tiger for Tamarac). Carmel, Indiana is a good example for how a town can convert a major thoroughfare. I appreciate that we have more businesses coming into town, but I avoid Hoosick Street as much as I can. Are any of these businesses helping with our taxes or the tax base of the Brittonkill school district? There have also been many accidents and fatalities on the western end of Hoosick Street, beyond the scope of this particular study, and that should be considered as well.
Traffic circles have worked in other areas, such as North Greenbush. They calm traffic, keep things moving and offer an opportunity to create a focal point in their center that can add character to the community.
I think it is ridiculous that more businesses have been added to Hoosick Street with added red lights with no expansion of the lanes. We did not need another grocery store. Hannaford and Aldi's are both not needed in Brunswick. Do you know that there is a literal food desert in Troy? I think the TOWN OF BRUNSWICK should stop allowing businesses to build on Hoosick Street until there's an expansion of lanes. Until Hoosick Street is a 4 Lane St. no one else should be allowed on
Thank you for making this survey available.
I try to avoid Hoosick during the day. If I shop at a business near the west end, I'll leave to the west so I can travel on NY2 via South Lake Ave.
Lord ave and Duncan lane have become a very through fare. Dangerous for residents to walk, check the mail, and sometimes even driving. I have been unsafely passed and almost run off road by someone who obviously didnt like that I was doing the speed limit. They sped up lord ave about 45 /50 mph.
Hoosick is a mess since they added walmart. Now they have businesses behind businesses! I try to not get on rt 7 if at all possible. Upper Hoosick is getting bad from tractor supply to stewarts as well. Can't cross to save your life!
Add a lane
The traffic study map provided on the info page is missing a new traffic light at Lord Av. There needs to be a longer merge lane from the area of Lake Av and the City of Troy Line. Light timing improvements are also necessary as well as bus pull-offs to allow the movement of traffic along the congested route.
Stop developing on a 2 lane road, or turn it into a 4 lane road. The traffic is too much.
Watching cars block the intersection making driving difficult to either make your turn or to go straight.
Time the lights better to keep traffic moving
You can't improve it you're too dumb to be open to new ideas. Take this down. You're slow.
The part of 7 that merged into one lane when you pass South Lake Rd is one of the worst parts of the road. It always takes forever and no one drives on it correctly. This has become much worse with the new light near the Hannaford, which makes traffic back up even more. We need to be able to keep the two lanes all the way through Brunswick (at least until the Walmart).
Westbound travel on Rt. 7 is massively worse since the new traffic light was installed by the new Hannaford in Brunswick. I live on Ridgeway Lane, and it has increased my travel time to downtown Troy by at least 50%, if not more. Every local acquaintance I have who lives in the same area reports a similar experience.

While timing is everything, I am surprised with how the new light/intersection by hannaford isn't as bad as I thought but it could still be better.
Why do you keep putting up businesses when the road doesn't have the capacity to handle it. Seems the town is more concerned with making money rather than using common sense.
YOU LEFT OUT NORTH LAKE, THE MOST DANGEROUS WORK AROUND IN THE CORRIDOR. YOUR REVIEW IS A JOKE WITHOUT ADDRESSING IT. TEST SPEED BUMPS on 15TH? Hilarious! GET TO NORTH LAKE OR YOU ARE JUST DODGING THE REAL SAFETY ISSUES. YOU DON'T HAVE THE KNOWLEDGE OR GUTS. Chris Boehm 240 N.Lake.
Can technology be better incorporated to address congestion? What Intelligent Transportation Systems have been and can be incorporated?
Possibly by putting new lines down on the road and making it a 4 lane highway with a turning lane in the center. , this may reduce some congestion. You could bottle neck down to 2 lanes farther up route 7 closer to Pittstown where there is less congestion.
Please stop trying to fit more traffic onto route 7. Figure out how to build a bypass for all the out of state and commercial traffic.
The worst area is by Mr Subb where it goes into one lane and the area in front of price chopper. It gets so congested that people use the turning lane to speed up in front of other cars. Its super dangerous on all levels.
Replace a couple 3 point lights with (or some 4 point lights with one or two directions having less traffic volume) traffic circles
Possible use of signage-such as "do not block intersection" and "use both lanes and take turns merging" at Lake Ave intersection or cameras to ticket offenders.
Hoosick Rd needs to be 2 lanes all the way out to agway or beyond to alleviate all the traffic and now with the stoplight coming out of Hannaford and aldi it gotten much worse
The biggest congestion area is north/south lake turning east. This is a ripple effect for all travelers heading east. Improving here would be a great improvement. The merge to one lane is the main problem.
Stop developing hoosic street with businesses
I love just off Hoosick St and have been battling with it for over 40 years. It's sad when I now need to go 10 minutes out of the way to take what once was an efficient commute. Adding more businesses and Apartment complexes without addressing the long time issue with Hoosick St was little more than a money grab by those in power along the way and their 'friends'.
Something needs to be done, particularly at the Hannaford traffic light. I think 2 lanes in both directions with a center turning lane might work, past Wal-mart.
The lights need to be timed better. You need to address the Lake & Hoosick intersection. People crossing Lake block the intersection all the time. That is one of the BIGGEST issues. You have 2 lanes down to one. The road needs to be widened to 4 lanes all the way up. You need to stop people from riding down the turn lanes just to cut in front of people. Its a state highway so maybe there should be more POLICE presence on Hoosick road. But what ever is decided.... PLEASE DO NOT PUT IN ROUNDABOUTS!!!!!!!! People dont know how to use them!
I regularly avoid traveling on or near Hoosick Road due to the poor traffic conditions! Almost every time I drive through the Rt-7/Lake Ave intersection, especially traveling east where it goes from two to one lane, I observe instances of road rage and aggressive driving. I am also an avid cyclist and almost never cycle along Hoosick street due to safety concerns. I will sometimes cross Hoosick at Lake Ave, and less often at Town Office-Sweetmilk-Grange, in order to reach some of the country roads north of Hoosick. However, I am always very concerned about safety, in particular road rage from frustrated drivers near Hoosick. This extends to many of the side streets in the area, especially N & S

Lake Ave. I listened to the online presentation prior to completing this survey. I am concerned by the comment from the Creighton Manning consultant at about min 8 in the presentation discussing Bicycle and Pedestrians. His comment regarding "only a few bicyclists traveling through the corridor" is concerning to me. I am worried that bicycle safety will not be a priority because they see limited use. However, I feel that bicyclist specifically avoid that area because of safety reasons!!! If safety and accessibility are improved, more people may consider cycling through that area. This should be a top priority!!
Hoosick St. and Hoosick Rd. are an absolute nightmare. Driving on Hoosick raises my blood pressure and is very stressful, especially at the beginning of Hoosick Rd. where the traffic merges to one lane. People are so angry and filled with road rage that they don't want to let people merge in. I have to drive Hoosick every single day and I hate it. I even decided that my one requirement for a house is that I don't have to drive on Hoosick to get to and from work from my house, it's that bad. We have deliberately chosen to avoid certain apartment complexes solely because they were located directly off Hoosick and would require waiting in the traffic to even exit the apartment complex. I frequently find myself fed up and taking side roads once I get close to Hoosick Road because I'd rather take a longer, more relaxing route home than sit in that bumper to bumper traffic with angry people. Something seriously needs to be done about this, especially with the addition of new stores, because traffic is getting worse and worse.
I don't believe any changes should be made to Hoosick St. at all. It will just increase more traffic and increase pollution and noise in the surrounding neighborhoods. I'm also concerned about the numbers of trucks carrying houses going up and down Hoosick. If you direct them elsewhere or put in circles, it will just create problems for the trucks. Please just leave things as they are. I don't want huge trucks getting stuck on Hoosick or in my neighborhood and blocking the only exits out.
Do NOT widen the road. Drivers need to learn to use the road off peak hours.
what in town is down as the Harrington light - new light at Hanford etc.- has made it impossible to visit businesses on Hoosick St. Example we no longer use the car wash
The traffic on Hoosick street is so awful that I dread leaving my home, and make plans based on how traffic will be. I am actively trying to move out of the area due to traffic
I try to avoid Hoosick st at all costs
It should be 5 lanes wide, or a round about study. That new light at Hanford has made congestion 50% worse.
Too many approved businesses increases congestion. Stop approving them. Almost each time I use this route I see a car drive in the turning lane from Price Chopper to Oswego- can't see further. They use it as a driving lane- often! State police should have a regular presence on this route to prevent this- its dangerous.
Strongly feel that roundabouts should replace the traffic lights at major intersections. Also side walks should be created on both sides from route 278 west to north lake south lake avenues.
In my opinion Hoosick needs to be two lanes in both directions in the area shown on the map
WE NEED ACCESS MANAGEMENT and for the Town of Brunswick to responsibly manage development. Stop the sprawl!
There is constant traffic. The new light is not timed well. Sight lines are poor. There should be turn lanes. The merge at lake street has caused, and continues to cause, significant delays and congestion. Crossing the street is extremely dangerous. The constant congestion leads to excessive travel thru the neighborhoods, which also causes delay. The new construction adds to the traffic problems and increases the commute time. This study should have been implemented PRIOR to the new construction which has negatively impacted the corridor. Public transit does not extend the

communities past brunswick, which then requires commuters. The lack of appropriate turn lanes and the lake street merge trigger aggressive driving tactics.
Have lived on Grandview Ave in Troy since 1975. Now is next to impossible to turn left on to Hoosick Street from Valleyview nearly at anytime. In past true only at rush hour, and holiday weekend. Large truck traffic should be banned/rerouted. They tend to drive aggressively and bully way in when road narrows at corner of Lake and Hoosick St. Since Hannaford, Aldi's, Wendy's and Aroma Joe's opened up in last few months.
Engineer, lived here my entire life. The ONLY WAY Hoosick Rd gets resolved is to make it 5 lanes (which includes a a middle turning lane) from North/South Lake all the way up to WalMart. This would stop the bottleneck at the top of Hoosick St. This would mean buying out the older businesses and houses on the north side - possible by eminent domain? (most are in disrepair anyway).
Everytime NYS makes adjustments to Route 7 East of Troy it is 20 too late. A complete new road would have been built in similar situations in other states. Build a by-pass and let the travellers decide which route they prefer.
There needs to be two lanes of traffic in each direction until you get into Brunswick, there's just too much volume throughout the day. A great idea would be to turn all the lights from grange rd. to north lake ave into traffic circles and not allow any left turns! If there was a way to keep pedestrian traffic moving and safe it would be nice to do traffic circles, no left turns all the way up hoosick, just an idea!
The best option for flowability purposes at this point are roundabouts. I know people hate them, but we can't have the stopping points at every business and expect traffic to move accordingly.
Eliminate the turning lane from south lake to Coolidge avenue. Add a 2nd eastbound lane in its place and make the sides streets in that section right in right out.
The are around Hannaford is a joke
Cars crowd under light that are on Hoosick so side streets take sometimes 2-3 lights to get onto Hoosick
Should add â€œsmartâ€ traffic signals, and also switch to flashing red/yellow on off peak hours. As someone who drives late night/early morning, there is no need to stop traffic for shopping plazas where all the stores are closed
The spill-over traffic is now causing serious safety risks for people in Sycaway and quality of life issues for people along Rte 2 and related side streets.
Horrible traffic
Hoosick Road is a nightmare and the traffic light timing is incorrect
Since the intersection for Hannaford got put in, our household avoids Brunswick/Sycaway. The Hoosick corridor doesn't have particularly unique or important offerings that warrant dealing with the unsafe conditions. I would rather take public transit than drive and have to navigate the hostile road conditions, but service is too infrequent. I can bike to Market 32 faster than I can drive to it, but drivers are particularly lawless and make the area extremely unsafe. There are also few secure places to lock up a bike when getting to a destination in this region while there's an enormous amount of vacant asphalt devoted to car parking. Walking to this area is particularly uncomfortable because of the noise and fumes produced by cars, which again make the area extremely unsafe. We've looked at a couple of homes for sale in this region and decided this would be a bad place to live and a bad financial investment given the pattern of development here. Brunswick isn't a place where we could comfortably raise a family due to the amount of traffic violence and lack of useful infrastructure. The long-term prospects for property values near a stroad are poor. This is a particularly bad stroad too, with few clear paths forward to re-development.

Again, since the new light at planet fitness has been installed. The traffic most days is unbearable. Very poor design. Town of Brunswick should be ashamed for allowing this to happen. I travel Hoosick several times a day and it's added almost 10 minutes to my commute. I only live 1.5 miles east of Fitness
Hoosick Rd/ route 7 is a major route through Brunswick to many points east and into the New England region. Last I knew this route was the 2nd most popular road in the Capital District after Wolf Rd. At the very least it needs to be 4 lanes with more traffic control lights that are in sync to keep traffic moving. A higher police presence to prevent traffic from blocking intersection may help.
The congestion leads to aggressive and angry driving. Do something about this.
The traffic on hoosick has gotten so bad I've had to find back ways to travel. Its bad all the times but way worse during rush hour/ Friday nights and weekends.north and south lake have gotten really bad. People try to beat the light and block north and south lake so if you are trying to get on hoosick from those roads you can't get out. That area where it merges is horrible. They keep building on hoosick and making the traffic worse. It honestly makes me want to avoid hoosick at all costs unless I absolutely need to. Also if you try to take a left onto anywhere on hoosick it's almost impossible. Hoosick needs to have more lanes.
Even before the new construction it was a problem area. Now it's worse and why could there be still rumors of even more new businesses coming in? The roads cannot handle all of this.
Stop developing Brunswick as the new Latham. Oops you already did. Teach young drivers to be careful in this stop and go traffic hazard corridor. Be prepared to sit signs at commuter times.
Hoosick street is absolutely a mess. It needs to be safer and better driving. I don't do it everyday but I know some people do and it's a issue that's been around for many years
The center turning lane is being used as a passing lane. Make the two lanes on each side for as far as possible. Route 2 is becoming dangerous from the work-around traffic
please fix this! The traffic congestion and wait times to get up and down Hoosick street are beyond ridiculous. People are going to move away from this area it's so bad.
We really need to do something, before these businesses there was a problem but you would know at this time you could be on Hoosick street with no problem and now it's ALL the time. People are also using the median to race ahead of people and that is so dangerous and concerning.
The merge hasn't worked for years. 2 lanes all the way up is necessary. Fire trucks, police, and Emergency services cannot get through. There is no need for bike lanes, they can use side streets or Route 2. There is a need for bus pull offs. Why has this traffic nightmare in a suburb, been ignored for so long?
The congestion is crazy soo what the solution is I'm not sure so many businesses which is wonderful but not for a 2 lane highly traveled road
You can not add anymore businesses. Traffic is HORRIBLE. You can't get through the lights. You sit through three lights at least in order to get part way up Hoosick Treet
Congestion at traffic light gets worse when cars or trucks pull into intersection as light is changing. This prevents vehicles with a green light from moving forward.
If the second lane could remain between North Lake and Price Chopper it would help traffic eastbound
The traffic problem is greatly exacerbated during ski season when there are travelers from downstate, NJ, and PA using route 7 to get to VT. It doesn't help that they are in a hurry and drive aggressively. This is a problem on 7 from 787 to the VT line. There are backups and slowdowns for miles on Friday and Sunday all winter long. This needs to be taken into consideration along with locals, commuters, and customers of the local businesses. The addition of the light for the new Hannaford has easily increased the time to travel down Hoosick St by at least ten minutes on a good day. This may not

seem like a lot, but when your commute time is already 30 minutes without traffic, now total commute time can be an hour or more. The bottleneck at the top of the hill by Mr Subb is problematic for those traveling East. If you need to turn left (or at rush hour, right) out of a business without a light, forget it. You're either waiting forever or taking your life into your hands. That leads me to my last thought. That leads me to my last point. I have seen a number of cars for years with the bumper sticker I've seen for years, â€œpray for me I drive on route 7.â€ The road cannot safely and effectively serve local businesses and be a state highway.
Your historic planning process seems to have prioritized getting as many stores as possible along hoosick with little regard for traffic, pedestrians, or home owners on the side streets (I'm on n lake ave) I appreciate this effort to look more holistically at the area, taking into account multiple use types, audiences and priorities. Good luck.
Lights need to be timed better and they blneed to stop granting new business permits until resolved
A by pass would be extremely helpfully to reduce congestion from North Lake to Walmart area
I live in Pittstown and my work, family, friends, Dr, etc is all in Colonie/ Latham area. Additional development in Troy/Brunswick is nice but the 2 lane road from Lake headed east is constantly congested. IMO the number of lanes is not sufficient for the additional business. I regularly drive out of the way down 142 to Oakwood to avoid the congestion. The new stop light at Hannaford is great for getting in and out of those new plazas but has made the traffic even worse.
Try synching all the lights
The ONLY way this ever gets resolved is if Hoosick St. is made 4 lanes with middle turning lane from North/South Lake all the way up to Walmart. Buy up properties (houses and the 1-2 businesses) on north side of street via eminent domain (most are junk anyway).
All of this so called "progress" has made it impossible to travel hoosick street which is the straightest route from my home in Brunswick. It has now affected the side communities and roads filling them with traffic and out of state travelers trying to avoid the unbearabke congestion of Hoosick rd.
This could be long, but I will try to keep it short. The lights do absolutely nothing for this road. First it was the new light on Rt142 with the new Stewarts, which keeps traffic backed up almost always to Harley Davidson. Then the light that came in with Hannaford is possibly the worst light. Not sure why that road is only 2 lanes. The sidewalks are useless, and the turn lanes are as well. Nobody uses the turn lanes properly at all. Just make the road wider so more traffic can pass through. It's VERY frustrating that I have to go out of my way to not go in this traffic. I also drive out to Latham or East Greenbush to go to the market or stores because I would rather do that than sit in traffic. The only income that is coming to those stores are from people in the lower income class in downtown Troy. Nobody I know that lives in Brunswick or Sycaway even shops there. It's sad.
Add additional traffic lanes, create high way by pass for Vermont thru traffic
This road is a nightmare stop building on it all r figure out something else before you continue to keep building .. not a hard concept!!!
Hoosick street is a road that I use daily as I live in Morningside Heights. I have 3 teenagers that have had to learn to navigate their drive on this road. I won't let them walk or cross the road because it is so dangerous. I've seen many cars jump the curb by 24th st by the curve in the road. Also the bottleneck that occurs by Mr Subb is a nightmare. The traffic lights are horribly timed and it is made worse by the pedestrian traffic pressing the cross buttons.
The addition of the traffic light near hannaford has made Hoosick even more unbearable. Get rid of the sidewalks and increase traffic lanes.
Work on the timing of traffic lights in both directions. Consider a traffic circle at the intersection of Lord Ave and at Grange Rd. The new stores don't seem to generate enough business to justify the current traffic congestion. The majority my suffer for the convenience of the few.

Turning left from North Lake avenue to hoosick road can be an absolute nightmare. The intersection is frequently blocked off by drivers heading east up hoosick. There are instances where I've been stuck on north lake through multiple light changes. I utilize this route to get to work.
I do everything in my power to avoid Hoosick because it is the worst street on earth. Sometimes I start towards Walmart or something then after sitting through the same red light 3 times I do an illegal u-turn and go to Walmart in East Greenbush even though I live in downtown Troy.
It's the worst around Hanaford where the new traffic light was put in and light at Mr.subb/Walgreens.
The lights are not timed. Traffic backed up at all times of day and night. It makes me want to move and I refuse to shop at anything on hossick street anymore
By opening the area and removing the two lanes down to one and then back to two lanes at the corner of McChesney makes little since. These other proposed routes will not relieve the problem it will just move it to either side. If we had two lanes all the way from lake avenue up the hill and properly timed the lights traffic would flow better.
I avoid it ! But sometimes have to use it. I don't understand why all these fast food restaurants need to go there I get there Hass to be growth but it's too much for a one lane highway with all that money spent on those sidewalks I'm sure they're not gonna tear them down to make a bigger roads
Additional businesses have added to increased congestion in both morning and evening commute. In addition, traffic from tourists traveling to Vermont and other portions of the state add extra traffic pressures. There is also poor signage of when Hoosick Road consolidates from two lanes to one lane.
This is an extremely frustrating situation. When travel time increased from 10 mins to 25, it was bas and now its longer. Some days it can take an hour
The traffic pattern needs to change, and not just adding more red lights. That's just going to back traffic up more. The lane that end at south lake is a hinder to us who travel this road every day, and know that lane end. We fight with cars who can't read the sign that says the lane ends. You need to either widen the road to allow for 4 lanes or put in an over pass for those of us who just want to get home without stopping on 7.
This should have been addressed BEFORE the rampant building along this little road.
Need to add extra lanes More side walks in the shopping store areas. Many people walk to do their shopping.
Future development past Walmart. Spread businesses out.
Traffic is terriable and delayed. On sundays traffic is back up to rt 142 coming into troy. The red light by hannaford made traffic 50 percent worse by making the traffic at a stand still. I live off a side road and its a chore to turn into the aide road and turn onto rt 7. More buisnesses increases more traffic
I have lived in this area since the late 1960s. Whatever you do I will not be around to see. But if this area is to remain as it is, without relief, the living that has been done here will not survive.
The bottleneck is obvious, it's right where it goes from two lanes to one. The strangest thing to me about Hoosick Street is that there are houses on it. How are there still houses on Hoosick Street? You're going to have to break some hearts to fix this problem.
The mess starts on the Collar City Bridge and goes all the way to Town Office. There's not enough road and too many people. I really do appreciate the new shopping but the traffic is deplorable.
Driving on Hoosick Road is absolutely horrible,way to much congestion.Way to many businesses,it's to commmerzialed.It's just like wolf road or central ave in Colonie.Horrific
The new businesses have exacerbated an already bad situation and no further development should be allowed until a solution is found. It's time to tear down houses and widen the road. Something has to be done.
Turning from N Lake on to Hoosick to go to Price Chopper in late afternoon is a suicide mission.

Between route 278 and Carrolls Grove road speed limit should be should be reduced and it should not be a passing zone!
Sidewalks are rarely used. Abandon them, we need 4 lanes all the way
We need to fix this road several areas too congested especially now adding more businesses
Horrible congestion with more and more businesses coming worsening the situation
Hoosick st is a nightmare now with all of the new businesses! The town should have anticipated this and not allowed them all
Something really needs to be done from north lake up to firehouse entrance where the two lanes merge into one. There are always people cutting one another over . I've seen a lot of road rage there.
The issue is real and must be resolved but it is so incredibly frustrating because it has been created by the Town building more than the road can handle. They caused the problem and now the State has to try to fix it.
It's confusing why a study is being done after the decisions to add more places was already made?
To much building of useless restaurants.
I think the only way to really fix this is 2 lanes on each side from Mr. Subb to Walmart. We've vastly outgrown what this road was designed to carry. That's my thought, congestion is out of control, that's become like a Wolf Road corridor, it needs the lanes to carry that traffic.
It can take half an hour or more to get from 24th St to Price Chopper
During 9pm and 4pm are the rush hours.
I have been waiting to see something like this. We are next to a major hospital and RPI. We live 10 min walk from school and can't walk to school because Hoosick isn't safe and it's not safe because of congestion. Please do something.
I think twice now before using hoosick and cut through side streets to avoid the chaos
We need police officers watching as people run red lights all along Hoosick including the new red light by Hannaford
Traffic congestion, beginning at Center Brunswick Firehouse, all the way through south/north Lake has become exponentially worse in both east and west travel over the past few years. It is to the point I would rather drive to Bennington than deal with Hoosick St for most of my shopping; which hurts local businesses.
Some of the lights on Hoosick seem too long for side traffic such as the light at Market 32. Have shorter times for exiting onto Hoosick from there would help move traffic along Hoosick
My main concern is pedestrian traffic. My son in middle school has friends that walk home and must cross Hoosick. Although vehicles may have a red light they will turn right on red. The congestion from two lanes to one backs traffic upz
Recent changes along Route 7 have made things much worse. Improvements were needed before, but now Hoosick is useless for both local traffic and through traffic.
I avoid hoosick at all costs. Depending on the time of the day I will travel further for groceries or other goods to avoid traffic.
I live on 23rd st just off Hoosick. With no outlet in my neighborhood I must drive on Hoosick anytime I need to go anywhere
Do not patron businesses along this road due to congestion and long waits to get in and out of parking lots.
The additional lights need to be better coordinated
Put a moratorium on development until the congestion is fixed. ToB needs to stop passing the buck to the state and the road.

Traffic flow patterns have been greatly impacted by the additional businesses added to Route 7causing additional traffic on side roads and Route 2 as well.
Not in the survey area but just outside the border of it on North Lake Ave.
Establishment of franchises does not enhance the livability amenities of Brunswick
Maybe put right lane merges signs going up the hill so at the top they know it is going to be one lane
The state and local governments really screwed the pooch on this major disappointment on state rt 7. Talk about putting the cart before the horse. They took 15-20 year old traffic studies to make there decision on rt 7. ðŸ¤”
The traffic pattern going up hoosick street to the light on n lake road is terrible. It goes from 2 lanes at the light to 1 lane just past the gas station. I have been rear ended 2 times (one time totalling my vehicle) by people who take the right lane, that used to be a turn only lane years ago, to fly past the lane of traffic in the left lane going thru the light. What happens is the continuous flow of traffic on left lane is at a stand still while the traffic in the right lane pushes into the 1 lane. This is a HUGE issue with aggressive drivers. This is how both my accidents happened.
Tourists to the area have expressed strong dismay at the congestion and slow up for this stretch of highway. There needs to be some kind of bypass if more lanes cannot be safely added.
I now choose to shop and recreate much more often in other areas so that I can avoid the traffic in that area
I own several properties in the Town of Brunswick
Please make two lanes in each direction. The sidewalks are fine but there are so many more cars that we need 4 travel lanes now.
I've lived on Grange rd. My whole life. A quick trip to the supermarket, is now a pain stakingly slow and frustrating trip. These studies should have been conducted before all of these businesses were given approval.
The merge from 2 lanes to 1 is horrendous. Massive backups, cars not leaving the intersection open, etc. Drivers in the US simply cannot zipper-merge properly, and designing roads under the assumption that they can is foolish and unsafe.
Hoosick Road is a dangerous roadway. People are cutting in front of you, drive too fast and are not safe. I dislike driving on this road and the time it takes to get from one end to the other.
This area of Hoosick street under went construction years ago. The project was supposed to have 4 land from the Lakes to Walmart. If that had been completed as planned, there would be no need for any survey right now.
I travel other routes and try to stay away from Hoosick Road. So if I have to shop. I in Latham and do not crisscross from Route 2 to go back roads to Market 32 and other stores on Hoosick Road. If I have to go to my daughter's house off of Hoosick Road I will either take Hoosick Road or Route 2 and the back roads then right turn onto Hoosick Rd and then turn on to her road.
Hoosick is extremely congested and constantly backed up all hours of the day. The addition of traffic lights just makes the problem worse. There needs to be a way for commuters who only utilize Hoosick to go to work and have zero stops to avoid all traffic lights. Most of the people who commute down Hoosick make zero stops all the way down but then add to the congestion.
As retired residents living in the Brunswick Apartments, our "work" is picking up grandchildren at Troy School 14, bringing them to our home and then back to their residence near Frear Park. We are on this stretch of rode sometimes 6 or more times a day. We are now at the point of losing significant amounts of time since the new businesses have seriously impacted traffic on that very stretch.
The traffic app Waze is sending Hoosick Road traffic over North Lake Ave on heavy traffic days, usually Friday and Sunday. Speed and congestion are bad

Minimal lights. No left turns,,,,,use a couple of roundabouts where feasible to keep traffic moving.
Stop Building things on Hoosick, its ridic, all of this new development in the town of Brunswick is all nonsense, the hannaford, aldis, planet fitness, KFC, on and on and on pretty soon it will be easier just to put your car in park and get out and walk
Rouse apartments should have bus stops
Currently traffic stops and there is often gridlock because of the volume as well as extremely poor flow. Allowing left turns during rush hour causes extreme delays and with minimal areas for bikes and waking it restricts the ability to use the road for any other purpose than driving. Finally, although outside of the survey area I live at 1454 Rt 7, adjacent to a business that parks large trucks along the road to do business blocking the view of the road as I pull out of my driveway. Because of the 55 MPH speed limit and the lack of turn lanes it causes an extreme safety issue. The road is not safe to combine business and residential!
Since all the new stores have been put in, everything is congested and it takes forever to get anywhere. I completely avoid hoosick street at all costs now because of this, which is more annoying also. I have to reroute and go a longer way which has always been longer but is now actually shorter!
I see a lot of people using the center turn lane incorrectly. They use it to merge into traffic instead of as a turn lane. So, it ends up being used for both.
The area is severely congested especially at drive time hours. Even worse with large semi trucks in the mix we have started to limit our travels on hoosic and going to Clifton park or Latham to avoid this area
The biggest issue is North/South Lake Ave and hoosick street merging in front of Mr Subbs. That area is the worst and has been for 30 years. Despite you placing designated turning labels, no one listens, they use that lane to cut ahead of cars that are in tge correct lane. So you need to make Hoosick a two lane all the way up to Brunswick Plaza or you need cops sitting at the area and ticketing people not using the lane correctly.
Traffic congestion and aggressive driving are my biggest concerns, as a resident of the area and daily driver.
In general traffic is horrible. You can never get through the light at Walgreens! It takes more than 20 mins some times to go 2 miles!!
I didn't really understand how to rate the first 3 questions. Is it what we want the study to show? Or what we think they were good at measuring? Hoosick st is a nightmare. I grew up in Brunswick and it has only gotten worse every year. It is maddening to sit in that traffics every night after work, on the weekends to go to the gym or market and to get my kid to school. There is never a break. And now it's just as bad going down when it used to only be going up. We just keep building and haven't made the road wider to accommodate. If we are making a wolf road, make it wolf rd! 4 lanes from the bridge to Duncan's!
The area where two lanes going up hoosick st merge near mr sub is horrible to say the least, probably the worst section for congestion. It takes me 20 minutes to go down hoosick st towards alt 7 in the morning but takes 50 to 60 minutes to come back the same way after work. Something needs to be done.
The traffic is ridiculous and unsafe for pedestrians.
The lights need to be fixed so they run together. The intersection of Hoosick and McChesney st. Is a nightmare. The light turns green to pull out onto Hoosick and only 1 or 2 cars can go bc it's so backed up!!!
The 2 lane merge post N/S Lake Ave, must be redesigned
The timing of lights is terrible. The lane merge at Lake Ave is absolute chaos.

In the past week alone, I have seen drag racing, illegal passing and running of STOP signs on Genesee St. This is in addition to the everyday speeding and pedestrian danger.
The traffic is ridiculous Takes way too long to go up and down
Bottle neck @ lake ave is biggest issue. Last rebuild was waste. Need 5 lanes to tractor supply. Rt 7 is where we vaccum money out of people who are not from Brunswick. Keeping our taxes (relatively) low. 1st place to stop, off highway from all points south.
I avoid Hoosick street whenever possible by taking route 2 everyday for the last 3 years. Only use 7 for shopping needs. This has been an issue since Walmart took over the farm. There used to be a strict limit on expansion, but in the last 10 years it has grown exponentially greater than the infrastructure. After the 1st rebuild and widening it should have been improved, not waiting until all of this development. And still only 1 restaurant. You can only go up or out. One of the two will have to be done before a bypass is finally put in and shuts down all the commerce.
Biggest backup is stemming from the stop light near planet fitness
honestly, it's too late. Brunswick's zoning, pro apartment complex/business plan has sealed the fate of anything productive without a whole new road to Vermont somewhere else. Seeing that there is no corridor available without eminent domain, I don't see how you appease all sides.
It's been a burden on travelers for way to long. It's very frustrating to drive 3-5 miles an hour, or fight for your spot we're a lane merges.
The new controlled intersection at Lord Avenue routinely adds 1-3 minutes to get through.
I'd encourage more safety improvements (some of which should be pedestrian and bike facilities) and focus on local movements over through movements. Widening or expanding the road, as well as increasing access points (more low density development) should not be considered.
There should be a moratorium on ANY future building until the traffic problems of Hoosick St. are solved ! ! !
The recent addition of a traffic light to accommodate Hannaford appears to have significantly increased congestion in both directions.
Poor drivers need to be taken off the roads before they kill more people
Police and Fire Department vehicles cannot get up during traffic. The Road must be 2 lanes each direction with turning lanes for major intersections. And you have to find bus pulloffs. DO NOT ALLOW a bike lane. That is like putting a bike lane on 787. Bikers can take Route 2 or the neighborhoods.
Until Brunswick and Troy put their disagreements aside and work together and FOR the communities they are intended to serve, the residents will continue to suffer. These are the lives of your constituents and that should matter more to you than whatever resentments you have towards each other. Do your jobs.
Adding those 2 new supermarkets was not well- thought out
Hoosick street is so busy currently that I avoid it at all costs. I'll go to a different store that's farther away to avoid going to one on Hoosick street
We use Hoosick daily for school pick up / drop off and grocery shopping. The level of congestion have become nearly unbearable.
Anything that can be done to reduce congestion will be very helpful.
The new light at KFC and Hannaford is hard to manage and slows traffic.
I live in north Troy and the traffic on Hoosick has gotten so terrible that I choose to drive to Latham some days for grocery shopping rather than stay in Troy which would be geographically closer to me. I risk my life daily to turn left onto 9th street with no breaks in traffic.

I only travel on Hoosick a few times a year because the congestion is so bad. I would like to patronize some of the businesses more, but it simply isn't worth the frustration. Even when considering where to live, I deliberately picked a place where I wouldn't have to travel on Hoosick regularly. There are less frustrating alternatives for living and businesses. The traffic really is that bad. As an example, recently I had to use the veterinary office on the top of Hoosick for emergency care. They did a great job. I would like to switch to their office permanently because the care was so good, but the traffic takes so long in rush hour that it may not be worth it. (My husband visibly winced when I told him where the vet's office was located.)
Too many lights. Use traffic circles
Oust CROOKED Phil Herrington!
As stated people SPEED through my neighborhood on Otsego to avoid Hoosick st and are increasingly showing road rage which is threatening us as we walk our dogs and children since we have no sidewalks. Children cannot walk to friends houses or ride their bicycles because traffic has become increasingly dangerous. We bought in this area to be in a nice suburban street and it has become a main road with no sidewalks.
This is a totally congested area and needs immediate attention. The whole Route 7 into Troy is a cluster and only getting worse with the addition of many new businesses. It is difficult to make any turns across the main highway.
At intersection of Lake Ave and Hoosick often traffic is blocked because people sit in the intersection waiting for traffic to clear instead of waiting until they can clearly get all the way across. There is a bottleneck.
I avoid Hoosick Road as much as I can. I go around it, like taking the back road from Spring Ave where I live to Route 7 or Route 2 by using Creek Road.
I once saw a mother and her child right after they were hit at the bottom of Hoosick - Hoosick is so dangerous and I try to avoid it as much as possible, even in the car. Maybe pedestrian bridges over Hoosick could be a possibility. It's a tough issue and I commend you for trying to make things better.
Cut the sidewalks out and increase the road size
I think the Town officials were very short sighted in issuing permits for work, without thinking about widening the infrastructure. At this point the best solution is round abouts.
Major safety concerns for neighborhood children, pedestrians, cyclists, and drivers with frequent commercial truck traffic, lack of speed enforcement on South Lake Avenue (County Road 141), where there is no curbing or sidewalks. Signage prohibiting truck traffic has been totally ineffective.
This has been studied this for years and yet what seems like haphazard building continues on along this road. When the apartment complexes were built along McChesney ext Hoosick Rd became much more congested. And with the latest construction it is even worse. How can this area support 2 supermarkets and Aldi's. The parking lot in the Aldi's area with the fast food places is hazardous. I wonder how much tax revenue these corporations will provide?
Sure would have been nice if you had done this study BEFORE you added the new traffic light by Hannaford and ALDI. Seems like closing the barn door after the cow got out now.
It takes up to 10 minutes to get on 7 from my home which is right off 7
Hoosier street needs to be entirely 4 LANES! It's the reduction to two lanes which is the source of the WORST congestion. Use eminent domaine if necessary to accomplish this.
Brunswick continues to allow new business to open along Hoosick St but has done nothing to relieve congestion. Only adding to more traffic using Hoosick to travel
Widen the road. Use eminent domain if you have to.

There needs to be a median lane going up the entirety of the roadway. People making left hand turns with no hope of a green arrow cause nightmare scenarios to occur. People constantly dart into the right lane to go around them, making it very unsafe for those already traveling in the right lane. The right lane also gets backed up because some drivers strategically avoid the left lane so they don't get stuck behind someone trying to turn left. With all of that going on, many people use Hoosick st as pedestrians; a very perilous journey each time. A road diet- or turning the 4 lanes into 2 with a median in the middle would help the situation. I realize that the lower part of Hoosick St is under the jurisdiction of the city of Troy, but all of the issues experienced up the road in Brunswick begin there. The 2 municipalities and the State DOT need to come together and fix this monster road that has been a problem since its inception/addition of the Collar City Bridge in the late 70s. Also town of Brunswick, stop putting so many businesses in the same area. Why not toss some commerical development to Eagle Mills? Why must everything be on Hoosick St? Did we really need another 2 grocery stores?
The area where Hoosick goes from 2 lanes to 1 lane when heading East is almost always an issue. Quite often traffic get backed up and partially blocks the intersection.
Stop building more businesses until you build a road that can handle it!!!!!
The hannord light has increased my travel time by 10 minutes every time i go on hoosick. I no longer can travel to work on hoosick because it is so backed up that i have had to find less time constraining ways to work. Its actually amazing that anyone let this happen. Its an embarrassment to the county and town. We heave only one or two main thoroughfares through the town and hoosick and is now even more of a parking lot. Us, the taxpayers, thank you very much for not considering us in the process of grabbing more businesses
The new light and quick buildup has made an already nightmarish road even worse. If there is no room to widen the road or to construct new routes to bypass Hoosick, why did you undertake a project that would only increase the already ridiculous congestion? We're a laughingstock already, thanks for making it worse.
I intentionally avoid Rt 7 during peak traffic hours and Sundays. Mine is not one of those cars. I still get stuck in long traffic light lines.
Although this suggestion will not solve the problems on lower Hoosick, I think it will help greatly. Currently the right two lanes (going West) are for either going straight(over the Collar City bridge)- or turning right onto Oakwood Ave,, The left lane is for going straight -staying on Hoosick. I propose that the far right lane to be made for right turn only. The center lane for bridge traffic only, and the left lane for either bridge traffic or Hoosick St. I know this would cause some confusion initially, but would ultimately cause a major improvement in traffic flow. Signs, warnings could affect this change.
A lot of the problem start further down, in the Troy section of Hoosick but the buildup of businesses in the section covered by this study is essentially recreating this issue further east. It would be great if the CDTA line could expand to go to the new Hannaford and not term at Walmart to give additional options to busriders. The merge just east of the north lake intersection needs to be better, I'm just not sure how.
Re question #2, reducing congestion would address all other concerns listed -- but given the unbridled and unnecessary commercial development that's taken over Hoosick Road, I'm not sure how that can be accomplished.
Have you driven on Hoosick?
Put 2 lanes in each way! When the road goes from 2 lanes to 1 lane it creates traffic backups
Hoosick street is like an arterial or collector connection that turns into a local road and it is awful for it. There are way too many destinations in a small area for it to handle that traffic and and the through traffic well. Maybe replacing some intersections with roundabouts would help or

something? I think dedicated space for public transit would be awesome, but finding the space for that while accommodating ever increasing car traffic seems difficult. Good luck sorting out Hoosick Road! It's a pretty sisyphean job.
This survey is LONG overdue and should have been completed before the damage was done. Please stop expanding on Hoosick Street until a traffic solution is put into place.
The merge near Walgreens is especially dangerous, as by that time people are short fused enough to act on their road rage and do not like to merge properly.
I also think the neighborhood behind hannaford really needs to be addressed. People are flying through the neighborhood forcing my family to feel unsafe when walking our dogs. Cars barely move over for pedestrians and we are forced to quickly move to the grass in fear of our safety. The best thing you could do is put a gate up blocking people from driving on Duncan lane from lord Ave. Please cut off access in making our neighborhood a cut through location. It is also extremely dangerous where Duncan connects to otesgo Ave. It's a completely blind spot and the road on Duncan doesn't fit two cars. The stop sign isn't even on the correct side of the road either. Speed humps would be nice in the neighborhood but the best thing to do would be to cut off access from lord Ave to Duncan so people are not cutting through to go to hannaford and other stores along hoosick.
The most dangerous part of my daily commute is the merge near Hoosic street, I daily see cars fighting to push ahead of each other, putting other drivers around them in danger due to the quick merge and unclear signage that is positioned at the same area as a busy intersection.
No roundabouts! It will lead to the same problem and more accidents!
Let's make this a real community that is walkable ! Let's meet up with neighbors at Independently owned coffee and sandwich shops. Let's have a pub . Let's have a post office
Why is this study being done after approving all the new construction?
Now, after you approved all the building permits, you want to calm traffic? Give me a fucking break! The entire Brunswick Town Board should be voted from office.
Please widen the road. There is almost no time during daylight hours when it is not backed up, causing delays, and leading to agressive driving.
Do you really need a survey to figure out what the problem is?
There are so many ways the previous and now current congestion could have been mitigated through planning. I hope something can come out of this effort - we deserve better.
Rt 7 is a mess. It sometimes takes 30-40 minutes to go a mile or so...why u never made it 4 lanes the whole way i will never understand...
Traffic congestion on Hoosick Road has gotten so bad to the point where I rarely travel on Hoosick Road. Despite the businesses along Hoosick Road, I find myself going to similar businesses elsewhere that might be further in distance to get to, but involve significantly less traffic congestion.
Hoosick street traffic is a nightmare. I no longer go to the planet fitness there cause it's faster for me to go to Latham than it is to drive a mile up Hoosick
Road rage incidents are increasing due to traffic congestion at Hannaford and Market32 lights.
The development has to stop
Traffic is backed up and accidents are commonplace, there needs to be a solution to the long slow traffic lines.
I think that whoever added the new Hannaford and stoplight and fast food restaurants and Aldi should be guillotined.
traffic congestion tripled as a result of concentrated and excessive commercial development between N/S Lake and McChesney Ave, the addition of a traffic signal at Lord, the narrowing of Rt 7 just past N/S Lake, plus rampant residential development east of the survey area.

I live across from PS18 and each day I watch about 100 cars blow through the stop sign adjacent to the fucking playground where kids are playing, just to avoid the Lake intersection. You want data? Come with a clipboard and pencil and keep a tally one day
I avoid shopping along Hoosick due to congestion. I go through the park and go to Latham. This is a huge loss of revenue to the Town's budget.
there was terrible street planning on hoosick road, going down the street to get groceries or go to the gym or to Walmart shouldn't take 20 mins because of traffic congestion
I currently do everything within my power to avoid driving on Hoosick. My main mode of transportation is via bike and I refuse to bike up Hoosick for safety reasons. I take an alternate route on side roads and if I can't I wait until a friend can give me a ride.
Too many businesses have been added to Hoosick st. The increase in businesses and the out of state traffic are causing more congestion, more car accidents, an increase in traffic violation and overall crime. If I wanted to live in a town with a busy road and tons of businesses and shopping plaza, I'd more to Latham.
If only you could introduce a proper round about to alleviate the congestion. It used to take under 15 min for me to get to the Hoosick Street bridge, now its minimum 25 min (30 min on some days and times). This is an issue since my work was about 30min away in total prior. Now... its just ridiculous. We all feel this way, not just me. Something must be done.
Congestion is getting worse
If Hoosick can't be widened, providing an alternate route that parallels Hoosick enable locals to shop from lake Ave to McChesney would be nice.
Lived here 60 plus years it is a nightmare and all these new businesses whould have never been allowed to ruin brunswick its trash town now with low life wandering up and down sad
The merge of 2 lanes to 1 at the intersection of South Lake and Hoosic is horrible. I have had an accident myself from someone trying to squeeze in. Mix that with enter/exit gas businesses traffic and it's awful!
You approved this. Now find a way to fix it!!!!
It has gotten to the point that we avoid Hoosic street whenever we can. Congestion is dangerous!
Traffic sucks. We live right off of Hoosick Road and will drive around to 142 and then to North Lake to avoid it. It's too congested and businesses don't benefit when people get frustrated and can't get to them.
Hoping to see this study build off Troy's Hoosick Hillside Study and help find encompassing solutions to decrease VMT and peak hour demand. Access management and land use policy should be included in the study as well. Hoosick has become a posterchild for modern suburban sprawl, it really is no wonder why the corridor is an utter mess!
S/N Lake area congestion.
Please fix this so we can have our community back
Traveling Hoosick Street had become even more frustrating and dangerous. The intersection of North Lake, South Lake and Hoosick Street has become a nightmare. I live on route 2 and have seen an increase in traffic. That on top of the Valente trucks jake breaking is becoming a real issue.
The light put in by the Aldi's was a big mistake. They should have put a roundabout. It halt's the traffic even worse because then everybody gets stuck at the merge.
It is AWFUL and they keep adding more lights and businesses and it's just getting worse - have been driving it my whole life.
It takes 15 min minimum to get from Walgreens to Stewart's bc of 1 lane of traffic and the close proximity lights. I hate traveling that road now. Used to be a pleasurable drive there but not anymore

The area of North and South Lake are horrible so many get cut off where it merges. The light coming out of Hannaford is quick is there a sensor? Going west the back up by Stewart's to Walmart is getting ridiculous.
As business grows which is wonderful you need to find a way to add a second lane or to have a parallel route to reduce congestion.
The back up is unacceptable...it is every single day no matter what time of day...something must be done...it is terrible
The reason I only drive on Hoosick st 2-3 times a year since I moved from Sycaway, is THE CONGESTION! I would definitely shop more there if traffic wasn't so horrible.
The traffic on hoosick st makes me want to move far far away from Brunswick/Troy
I'd love to bike to work daily, but I never bike on Hoosick street because it is SO dangerous. Your survey doesn't address why no one walks or bikes there.
The congestion from north lake to Walmarts is horrible. Light at hannaford intersection is making things alot worse. Coming down hoosic street off of 142 is no better in traffic for 30 mins just inching along.
The congestion is horrible
Between north and south lake intersection to turn on to hoosick st an issue. It's subject to grid blocking and a double lane merge into one. It's a mess and what makes hoosick st a problem. It makes it to abrupt of a transition
Hoosick street is a nightmare! The more businesses built on it makes it worse. Something needs to be done
If you are putting in more businesses widen the road- it is a major gateway to Vermont - is ridiculous when you need to merge by Mr Sub- thus needs to be addressed along with the poorly timed lights by Planet Fitness
Needs to be four lane from City line to 278. Layout comparable to the section from Shelburne,VT to I-189 in South Burlington would work far better. I avoid shopping or traveling this section due to the unsafe conditions and congestion. I'll travel to either Clifton Park or Vermont before traversing Hoosick Street.
Congestion between Wendy's and North or South Lake is pretty bad.
The congestion is unbearable, but the speeders through neighborhoods to avoid the congestion is worse. Not sure how to fix it other than closing or limiting entrances to Hoosick Road/Street
I avoid rt 7 as much as possible bc of its congestion. We actually took the congestion into consideration when buying a house. We love Brunswick but choose to buy closer to Wynantskill bc we did want to have to navigate rt 7 daily. And it's just getting worse. Need dedicated turning lanes and 2 lanes of moving traffic or Need an alternate bypass for thru traffic! Friends from other states talk / laugh about rt 7 it's so bad when they drive to go skiing.
School bus safety is a huge issue. Vehicles pass stop signs daily and multiple times with the buses path
Too many businesses at the upper Hoosick Street Brunswick area
There was way to much congestion before the new stores, but it's ridiculous to even think you could get up or down hoosick rd in any reasonable amount of time.
This study should have been undertaken long before the inundation of commercial entities on an already congested thoroughfare was allowed to happen. Traffic circles need to be installed minimally. This is insane and begs the question â€œdo our public officials not travel this road and do they not see what every other person sees?â€

There are often times that Hoosick Rd is back up for miles due to the new stop lights. IT gets backed up from Price Chopper all the way back to Stewarts or further. Driving up Hoosick Street during rush hour causes people to cut through neighborhoods to avoid all of the congestion.
I avoid Hoosick Street/Road as much as possible. There is too much traffic, too many lights and too many business.
Roundabouts! Check out what they back in 2008 (or late 2007, not sure) on 85, New Scotland, and Cherry Ln. That traffic used to back up all the way to highway part of 85 and almost to Kenwood. They added four roundabouts and there is never any traffic anymore. The new light at Hannaford should have been a roundabout. When that new light turns, it completely backs up traffic going west when that never used to be an issue. A roundabout would have allowed the small amount of people coming from Hannaford to make their way out without stopping everyone else.
I think cameras should be installed at the intersection of Hoosick and South Lake Avenues. People who speed, run the red light, and block the intersection should be ticketed.
There can not be anymore development on this road until the town figures out what to do with the traffic as it is now!!!
The traffic congestion on Hoosick Street has become unbearable with the increase of businesses. I am not against bringing business into the town, however improvements needs to be made to address the traffic concerns. I live on Route 7, just outside the corridor study. During certain seasons, the traffic is unbearable and it can be difficult getting out of my driveway.
Please something has to happen to improve the area. It's very dangerous
I hope they can somehow do a much better job then what they said was supposedly already done.
Stop building please. I have had a car accident and I have seen at least half a dozen accidents.
The street is too small from south/north lake intersection and above. The traffic is all day and intense in both directions.
At the new Stewart's and Hoosick and sweet milk creek - a sign to stop here on red, prior to sweet milk creek. Now everyone leaving Stewart's takes SWC making more traffic for those of us who live down there
Please take in consideration that during ski season the gps's would automatically route traffic through neighborhoods close to Hoosick Street AND all the way around Hoosick Street such as Cooksboro & Plank to Oakwood in Pittstown and Tamarac Road to Route 2. It was almost every 3rd car was out of town during ski season.
Traffic congestion is so bad many vehicles are cutting through the side streets, including 18-wheelers. Multiple times tractor trailers have tried to go down Cortland St and have had to stop and tell people to move the vehicles they have parked in front of their own houses so they can squeeze through.
I live in a neighborhood off Hoosick st and the impact that this traffic has made in out little neighborhood has been disgraceful. We cannot walk our children or our dogs any longer because we have no sidewalks and sharing the roads in our neighborhood with the people who shoot through our streets to try and avoid Hoosick st has become dangerous. These drivers are speeding and have been taking their aggression out on us. There have been incidents of drivers going after us with their cars. They throw garbage out of their cars on our lawns. They are disrespectful and angry because of their frustration at the traffic jams. It has made our cute little suburban neighborhood into a terrible place to live. I have lived here 30 years and it has become unmanageable in the last 5 years.
There needs to be 2 lanes in both directions in this area
Hoosick Road is not made for the amount of traffic it sees. Out of state (or downstate) travelers going to Vermont, and large motor carriers passing through are the majority of the issues. Add to that improper light timing from the Collar city bridge, up to Route 142. The lower end in the city of Troy needs pedestrian crossing bridges, and the upper end needs either roundabouts or better timed

lights. I am unsure how as of this writing, but a bypass for out of area travel and truck traffic needs to be put in place. There is not one simple fix. I agree with the business district of Hoosick road as it adds revenue and enrichment to the area.
The issue is not in this area but is directly affected by the area around south lake. Fix that first
Traffic is terrible. The authorities did not take the community into consideration and just kept allowing businesses to grow on this stretch of road. And, when they allow businesses do nothing to make the congestion easier to travel the area whether it be East or West! There are individuals who use this road to travel to Vermont and other areas of the Northeast and have to deal with the awful road conditions
We leave off of Derrick so between the traffic light on Hannaford and hoffmans car wash it is a struggle.
Hoosick Street is a mess. I stay away from Hoosick at all costs, but family lives off of there. The intersection. At N/S Lake Ave should be addressed first. If they resolve this, and do not let a merge lane, it may help.
The first section of the survey was confusing. I didn't understand the way the question was phrased.
It is time to expand to four lanes. Anything else is just a bandaid fix. There is only going to be more business expansion not less. DO IT WRIGHT THE FIRST TIME!!!!.
There is such a back up of traffic everyday...it would be great to have traffic moving I steadof sitting.
I always thought a few roundabouts would keep the traffic flowing. I like all the new businesses but the traffic is a nightmare. thank you for the opportunity to voice my concerns.
Traffic is horrible. You dummy's keep approving all this building and just now seem worried about traffic. You wanted it you got it
The eastbound lane at Hoosick and N/S Lake Ave has three lanes. Two of them allow for traffic to proceed east on Hoosick. The right lane should be right turn only.
I have lived in this area my whole life and the congestion as of late is totally unacceptable. I have been stuck in traffic heading into Troy and backed up to Duncan's. Many times, now, I seek alternate routes to avoid Hoosick St. altogether because it's horrendous and the people who think they can weave in and out and drive recklessly to avoid waiting is alarming.
The lack of planning ahead of time is very discouraging. Growth equals traffic, they should have made the correct changes years ago.
Something needs to be done at North & South Lake and Hoosick. People constantly are in the intersection blocking traffic.
Too much congestion, need to widen, add more lanes, need ramp above road leading from alternate route 7. Need more alternate routes through side roads. Definitely do not need bike lanes.
The new businesses that have opened did not bring new services to the residents of this area. Most are duplicates of services that were already available. The increased congestion and safety concerns has led to area residents avoiding those services whenever possible.
The developments along route 7 demonstrates poor city planning.
Congestion MUST be reduced and MUST be a priority!!!
It sometimes takes twenty minutes or more to travel up Hoosick Street. There is not a good flow of traffic.
There shouldn't be any more development on hoosick without addressing the traffic issues. The new stoplight by Hannaford has made traffic much worse and will affect property value in the area
Hoosick Road is a nightmare. Those of us who live on the side streets feel land locked, it's really hard to turn left off our street if we need to do shopping. Once in the median, you hope for a nice driver to let you in. Turning left from hoosick to get onto our streets to go home is another nightmare

especially the busy parts of the day. That bottleneck by Valero where the lanes merge is very dangerous, people always speeding up to try to get in. I'm not sure what can be done at this point, the damage is done. Long ago they should have build a tunnel from the end of the collar city bridge to vermont since a lot of traffic comes from there. I get that area is the business hub, and I am actually thankful we have so many option to shop close by, however traffic on Hoosick is terrible, people cut through our quiet neighborhoods blasting music, squealing tires, and throwing trash on our lawns. We work hard, we work hard to pay our mortgages and taxes for a quiet respectful neighborhood, and we work hard to keep our yard nicely maintained. We shouldn't have passersby throwing their trash out of their windows. Unfortunately, the no trucks and local traffic only signs are not helpful, though I am appreciative that they were put in to try to help. The DOT really needs to come up with some sort of solution to help us out, there are accidents everyday, people do not folllow the rules of the road, yield the right of way, turning lanes are being used as driving lanes to get ahead of everyone else, side streets are being blocked which makes it hard if an emergency vehicle needed to enter a side street. We travel these roads daily, we see the issues, the DOT has no idea what we deal with, and they need to.
I am fortunate that I am able to avoid Rt. 7 as much as possible but therefore I am concerned that others doing the same are impacting the economy of the corridor. An improvement/fix to this congestion would greatly increase the income of Rt. 7 businesses and in turn, the tax revenue to the town.
Please do something about the unmanageable Hoosick road, as well as all of the people speeding through side streets to "avoid" the congestion.
i take 142 to lake ave to avoid the mess that the state and city has created.....as do many others
The traffic in the offshoot neighborhoods has significantly increased with the addition of Hannaford/ALDIs/Wendy's. Cars sped through, disregarding stop signs. There have been incidents of confrontations since the residents are really tired of being scared of the speeding cars. Hoosick St itself is impossible to drive in the morning and evening commute windows. The pollution from the idle traffic is a great concern as well.
Probably not realistic but a raised expressway for travelers to Brunswick and upper route 7 would be ideal.
It needs to be 4 lanes and a turning lane but that won't happen
Hoosick/south lake intersection is terrifying to navigate and often gridlocks during busy times.
It takes me 10 minutes to go not even a block away to get groceries. People use turning lane as another lane- going to be a head on collision soon!! Family will not visit me during peak hours due to traffic congestion. Need to time lights to keep traffic flowing. People get aggravated and speed or use middle lane to drive- very dangerous! This survey should have been done before businesses approved!!
I live a mile from Walmart and it can take 20-30 minutes to get there via Hoosick Rd. cI wish they could build another road for everyone going to Vermont. Maybe a tunnel under Hoosick Rd.?
With more businesses being established the roadway is so congested it force people to take longer out of the way routes to their destinations
We have lived just off South Lake Avenue (on Euclid) for over 45 years and have seen the traffic jams become worse & worse. It is now so bad we have to sit through SEVERAL cycles of the traffic light, waiting to turn onto Hoosick (just as bad in either direction, East or West) or to try to go straight across to North Lake. We consistently encounter cars and more often big trucks that come East up Hoosick St in the right lane and then aggressively move into the left lane at the Lake Ave intersection because their lane â€œdisappearsâ€. I've had truckers swear at me, blast horns.... as if I am in the wrong! But It's the narrowed road! I've watched cars pull into the intersection in order to â€˜make

the light' only to be stuck there blocking traffic flow in ALL directionsðŸ˜¤ They're stuck because of the slowed traffic ahead of them. Slowed due to the narrowed road! We have also seen a major increase in cut- through traffic as more & more cars try to avoid this mess by coming over South Lake or even via Tibbits Ave to Euclid and over to Brunswick Road. We used to have a quiet safe street. Now as we back out our driveway, we have to watch for, not just more cars, but for 18- wheelers coming through! PLEASE PLEASE FIX THIS. BITE THE BULLET BRUNSWICK. BUY UP THE HOUSES LEADING EAST TO WEST TO WHERE BRUNSWICK MEETS THE TROY LINE. TEAR THEM DOWN AND WIDEN THE ROAD. I KNOW IT WILL COST MILLIONS BUT IT's THE ONLY WAY TO FIX YOUR EARLIER MISTAKE. Will some people be unhappy? Of course. Will others be thrilled? Definitely. Please take a lesson from one of Aesop's classic fables - YOU CANT PLEASE ALL THE PEOPLE ALL THE TIME - and Do The Right Thing. Thank You!!!
The left from sycaway onto Hoosick is incredibly dangerous and getting impossible with traffic.
I actually live off Hoosick St. The traffic overflows from Hoosick Road, down. Is difficult to get up the hill. When I have to go up Hoosick Rd, the traffic is so congested till you get past price chopper, walmart area
Route 7 is a nightmare. It's worse than driving on wolf road or even the northway for that matter!!!!!
Over growth in the town is the cause. And there us no other way for tourists to get to Vermont
Improve convergence at south lake ave. Someone will get killed there
Since the added business there is a huge bottle neck and it starts at north and south lake. If there isn't a nice car to let you out good luck turning left if not at a light! Even not rush hour
Thank you for conducting this study. It really is needed.
The bottle neck at north and south lake Ave is a HUGE problem. No one can turn onto Hoosick St because traffic coming up Hoosick has blocked everything. Can't call Troy PD? Like they will come when they have shootings on a daily basis.
Turning on and off of Hoosick Rd from the area neighborhoods can be VERY difficult. Due to the congestion on Hoosick Rd, there has been a drastic increase in traffic speeding thru the side streets, making it unsafe for those families and neighbors to continue to enjoy the neighborhoods they once loved. While many of the neighbors are all for moving tge town forward, increasing our property values and adding to the area economy, we must look at the cost. The cost to our communities, the cost to our neighborhoods, and the cost to our neighbors. There is more to consider than money.
Hoosick St is a disaster and this survey is way too late!
Whatever is done to Hoosick Road, it's imperative the sidewalks stay.
Traffic, light syncing
I'M a firefighter for Brunswick #1 many times I am severely delayed trying to get to the firehouse. Sometimes its a few minutes other times its up to 5 Minutes. As we all know every minute in an emergency is vital. Also responding with emergency vehicles has been difficult since the addition of the light at Lord Ave. It has also become very dangerous working accidents on Hoosick Rd. At some point someone will lose a house or their life from the major delays caused by the traffic.
Cars cutting through neighborhoods and disobeying traffic signs , noise level from hoosick, road rage , especially in Sycaway,
The traffic on Hoosick st was terrible before adding the additional business between north/south lake and Walmart. I am not exactly sure how this was done without changing the traffic flow or doing this study first. I live in one of the neighborhoods that people use as a cut through to avoid Hoosick st and it is getting down right dangerous to have the kids walking and riding there bikes. Something needs to be done before someone gets hurt
Sync lights, give out tickets for blocking side streets, authorize and ticket No Left Turns off Hoosick

It is so very unsafe from my driveway
Grew up in Sycaway/Brunswick and still have much family there that we visit.
Traffic lights including latest problem introduced at Lords Ave., need to be timed not on demand to keep traffic moving. Also, make left turns onto Hoosick illegal and enforce it.
I honestly am mor concerned about emergency vehicles trying to get up Hoosick St/road especially when cars are blocking the intersection of North lake and south lake under the light .ðŸ˜¢
You need to make it so you can drive straight in route 7 to Vt.
This is getting worse as the population grows but it also holding back the potential to grow Brunswick.
The state of the neighborhoods and areas around hoosick are negatively impacted, garbage, vagrants, and crime are all up
Hoosick road is unmanageable. I refuse to drive it unless absolutely necessary and go to other stores that have locations on hoosick because of the traffic.
Put in photo enforcement on the red lights! People are consistently blocking traffic at north lake and rt7, also the timing of the lights are off at price chopper, the road between price chopper and Walmart, and up further by the new Stewart's. Either put a Jersey barrier down hoosick, no left turns or look for a way to divert traffic farther up route 7?? Think outside the box, ITS RIDICULOUS! Someone's going to go postal
Please anything you can do to reduce the congestion would be greatly appreciated by all residents along Hoosick St
Please don't put in round abouts! It would help if you could time the lights correctly.
Traffic is so congested that people are using the turning lane as an extra lane, I've almost been hit head on multiple times trying to turn onto Hillcrest
It's just a mess!
Hoosick Road is in desperate need of improvements. There are accidents daily, people are not exercising the right of way, using turning lanes as driving lanes etc. I'm all for town development but Hoosick Road cannot have anymore development without some huge traffic reduction plans.
The amount of cut through traffic and speeding on Lord Ave. and Duncan Ln. is insane and needs attention immediately. We can no longer safely walk our dogs or ourselves in the neighborhood without a constant stream of vehicles (which did not exist when we moved in over 2 years ago) or speeding vehicles of people who do not live in the neighborhood and are not going to Hannaford but are simply cutting the traffic on Hoosick. We moved here in October of 2021 and it was much more peaceful and quiet and safe to walk the neighborhood then.
The increase in traffic has been with complete disregard to the speed limit and the residents. It has become unsafe for my children to ride their bikes in the neighborhood and I am very uncomfortable to allow them to walk!
This was a great place to live and now with all the shopping it is more congested and we the homeowners are paying for it in our safety.
Please no traffic circles.
I do avoid Hoosick as much as possible.
I'm afraid to walk in my neighborhood now with violent cut through traffic! I no longer walk to gym or let my kids play outside. Traffic is constant and ppl are angry and in a rush.... They don't care about any of us who live here.
They need to put lines on lord ave. People fly down the middle of that road, either they don't know how to drive or don't realize it's a two way street.
The sidewalks are used by many people on a daily basis. People walk to shop, exercise and to get to & from work.

The traffic load for the Hoosick Rd. way exceeds the physical capacity. At all times of the day/week/month/season the traffic is at a stand still or flowing very slowly. It is impossible to turn onto Hoosick, even sometimes at the traffic lights. Traffic clogs the intersections and everyone sits as the lights change but the traffic doesn't move. My main concern is the volume of traffic that cuts through my neighborhood (Oneida/Genesee/Norfolk/Otsego). It is a nearly always two lane road of cars exceeding the speed limit by a lot and not stopping at the stop signs. Our roads are not big enough for two cars to go past in most places, especially if there is a car parked on the street. If there is a truck or school bus coming through I have had to drive onto a lawn to make room for the both of us to get by. It has become impossible to walk through our neighborhood and not have to walk most of the way on our neighbors lawns so that we don't get hit. It is a quality of life issue but mostly a safety issue. It has gotten drastically worse since the traffic light went in on Lord Ave. Our neighborhood is now the highway cut-through to get past the bulk of the traffic on Hoosick. Living here has become intolerable. Thank you so much for your efforts to help, it is so very much appreciated!

Summary of Comments from Pop-up Event
Hoosick Road Corridor Study
Price Chopper (Market 32) Plaza, Town of Brunswick
1:00 to 3:00 p.m., June 10, 2023
Tally of people stopping at the pop-up = 32 total

- Intersection gets blocked (Lake Ave.)
- Avoid Hoosick and shop somewhere else
- It was bad before (signal at Lord Ave), it is horrendous now
- Roundabout, widen Road
- Make it 4 lanes. Not a fan off eminent domain
- Locals use McChesney Ave to avoid Hoosick, and North Lake
- It used to be bad only during rush hour, now it's bad all day
- Poor parking lot design (New Aldi's Plaza)
- Residents in streets around Aldi's don't want additional roads
- Road was fine before they put the light in – Lord Ave (8). Problem is both ways now (5). Numbers are multiple commenters with same comment
- Car wash line is a problem
- It needs to be 2 lanes toward VT. A bypass was proposed, but the businesses complained
- Blind drives too fast (see map) Arminhall Drive area east end of corridor. Recent multi-car accident
- Bypass to VT
- Concern about cannabis shop opening. June 15th meeting
- Past talk of roundabout (Grange Rd (Rt 142) intersection)
- I can't sell my house (opposite Walmart)
- This direction gets backed up to the Harley Davidson. (westbound approaching Grange Rd)
- More police enforcement

HOOSICK ROAD CORRIDOR STUDY

We Need Your Input!

The goal of the ***Hoosick Road Corridor Study*** is to develop recommendations to reduce traffic congestion, improve safety, and improve multimodal mobility on Hoosick Road from Lake Avenue in the City of Troy to Sweetmilk Creek Road in the Town of Brunswick.

CAPITAL REGION Transportation Council

STUDY GOALS

- IMPROVE MULTIMODAL MOBILITY
- REDUCE TRAFFIC CONGESTION
- IMPROVE SAFETY

JOIN AT YOUR OWN PACE!

Review and comment on the online presenation
www.HoosickRoadStudy.com

TAKE A SURVEY!

Use the QR code or visit:
www.HoosickRoadStudy.com

Visit the website to learn more and take the survey!

www.HoosickRoadStudy.com

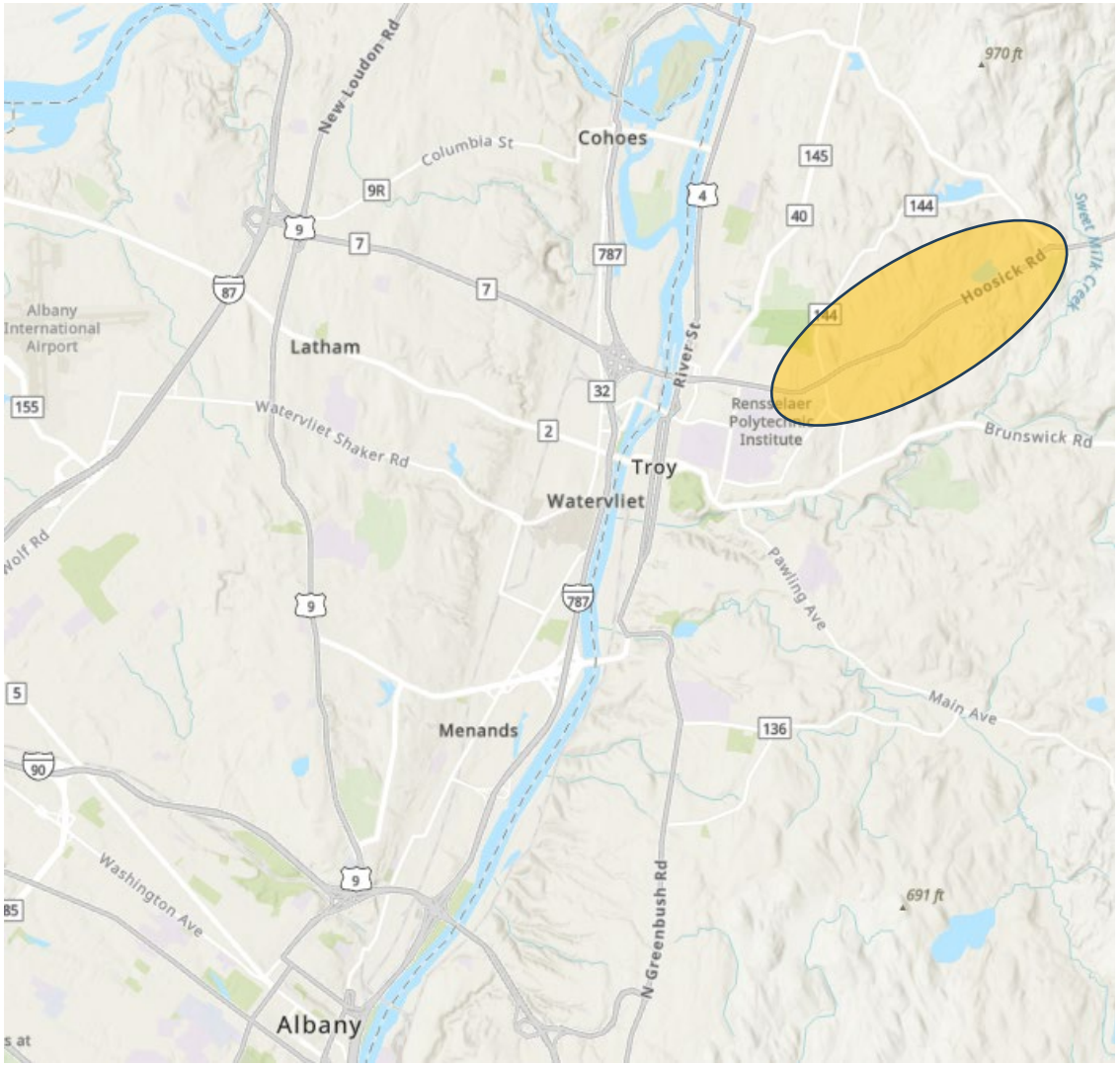
Hoosick Road Corridor Study

Join at Your Own Pace Public Workshop

Creighton Manning

Study Area

- Hoosick Road (NY Route 7)
- Lake Avenue to Sweetmilk Creek Road
- Adjacent Neighborhoods



Project Scope & Schedule

1 – Initiation (Fall 2022)

2 - Existing and Future Conditions and Need

3 – Public Involvement

4 – Recommendations and Public Involvement

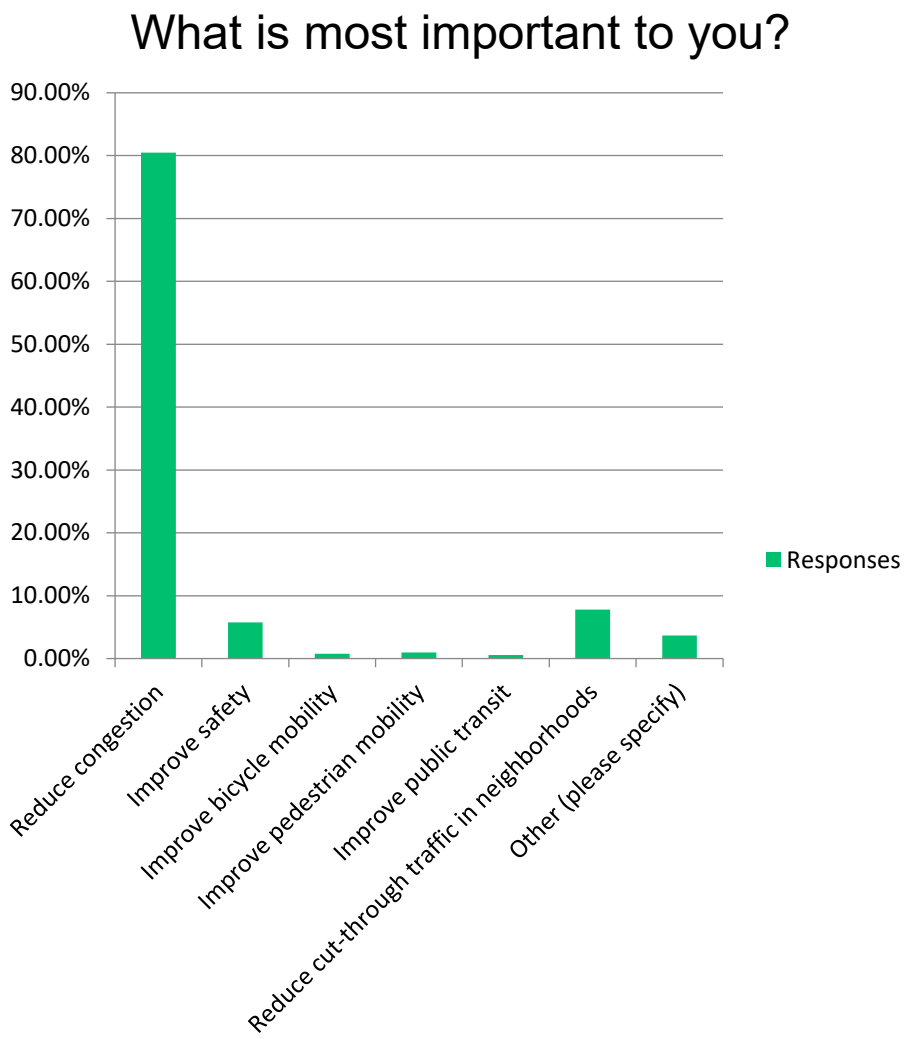
5 – Report (Early 2024)

Draft Study Purpose

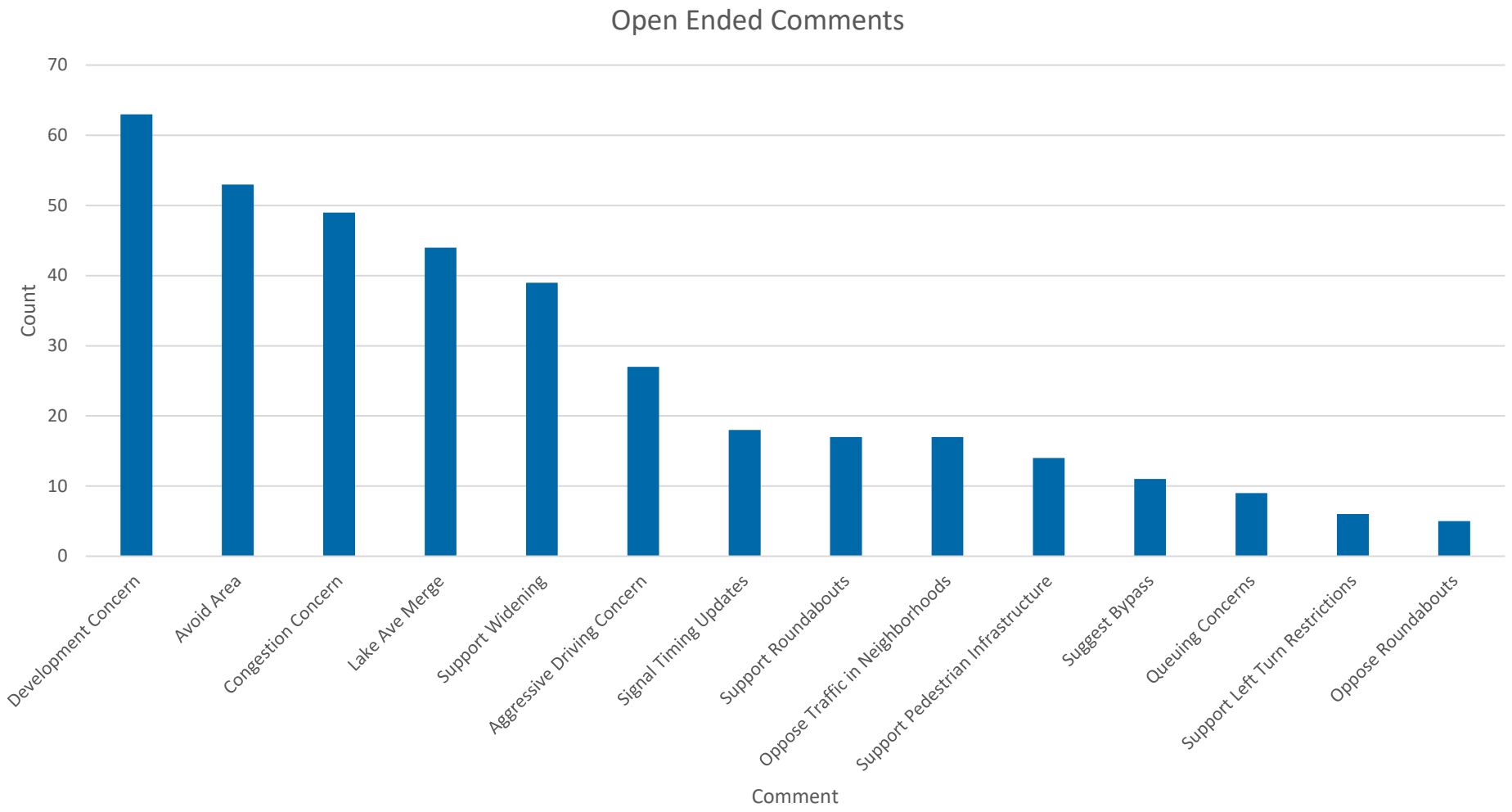
The purpose of this transportation planning study is to develop recommendations to **reduce traffic congestion**, **improve safety and improve multimodal mobility** on Hoosick Road from Lake Avenue to Sweetmilk Creek Road in the Town of Brunswick.

Online Survey Summary

- 1039 Responses
  - 60% Brunswick/30% Troy residents
  - 95% White
  - Good mix of trip purposes
- Primary Focus:
  - Reduce congestion
  - Focus on mainline throughput
- Less Important
  - Multi-modal mobility

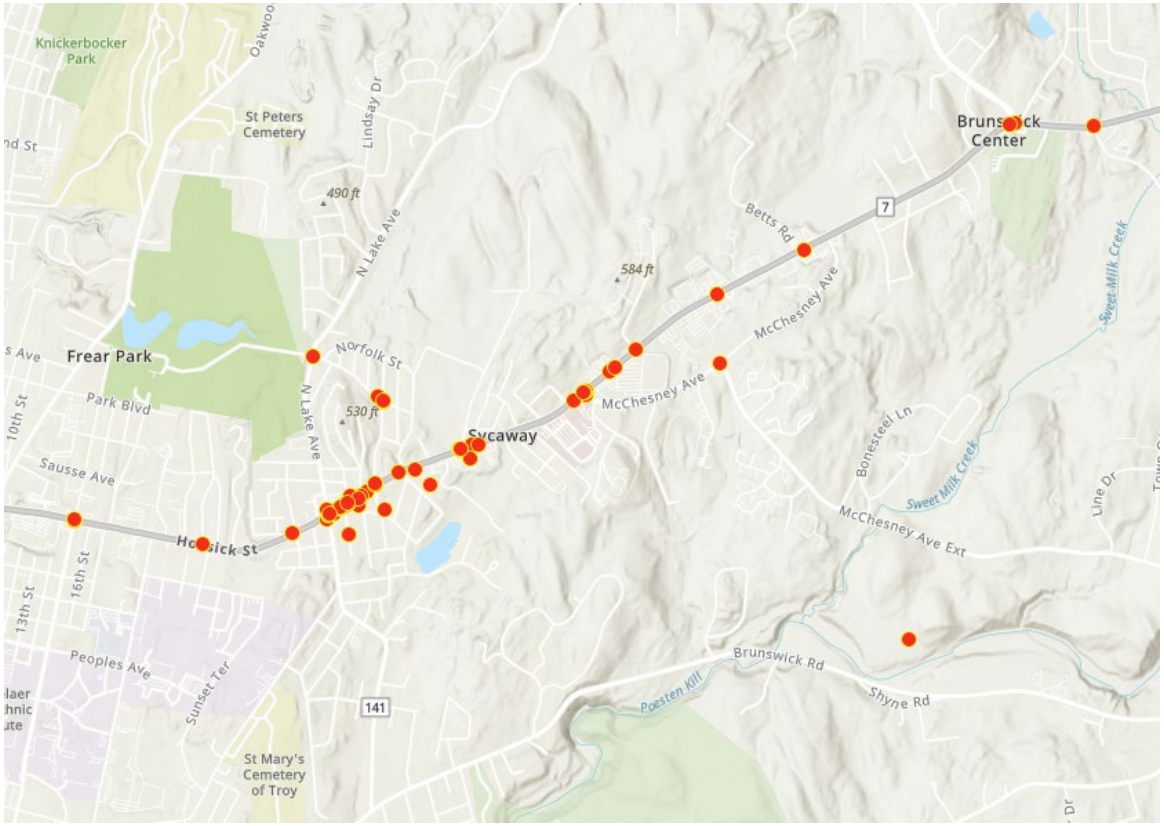


Online Survey Summary



Online Mapping Summary

- Over 90 Geo-located comments
- Generally clustered between Lake Ave and Lord Ave.
- Most comments highlight areas of congestion or safety concerns.



Pop-up Event Summary

- Signal at Lord Avenue causes congestion
- Support widening and roundabouts
- Congestion is an issue all day long (not just peaks)
- Oppose cut-through traffic in neighborhoods
- Sight distance issue at Arminghall Drive

Needs Summary

- Traffic volumes have generally increased over the past decade
- 2045 Traffic Forecast will increase delay
  - Background growth from CRTC STEP Model
  - Known/Potential retail and residential developments

Creighton Manning

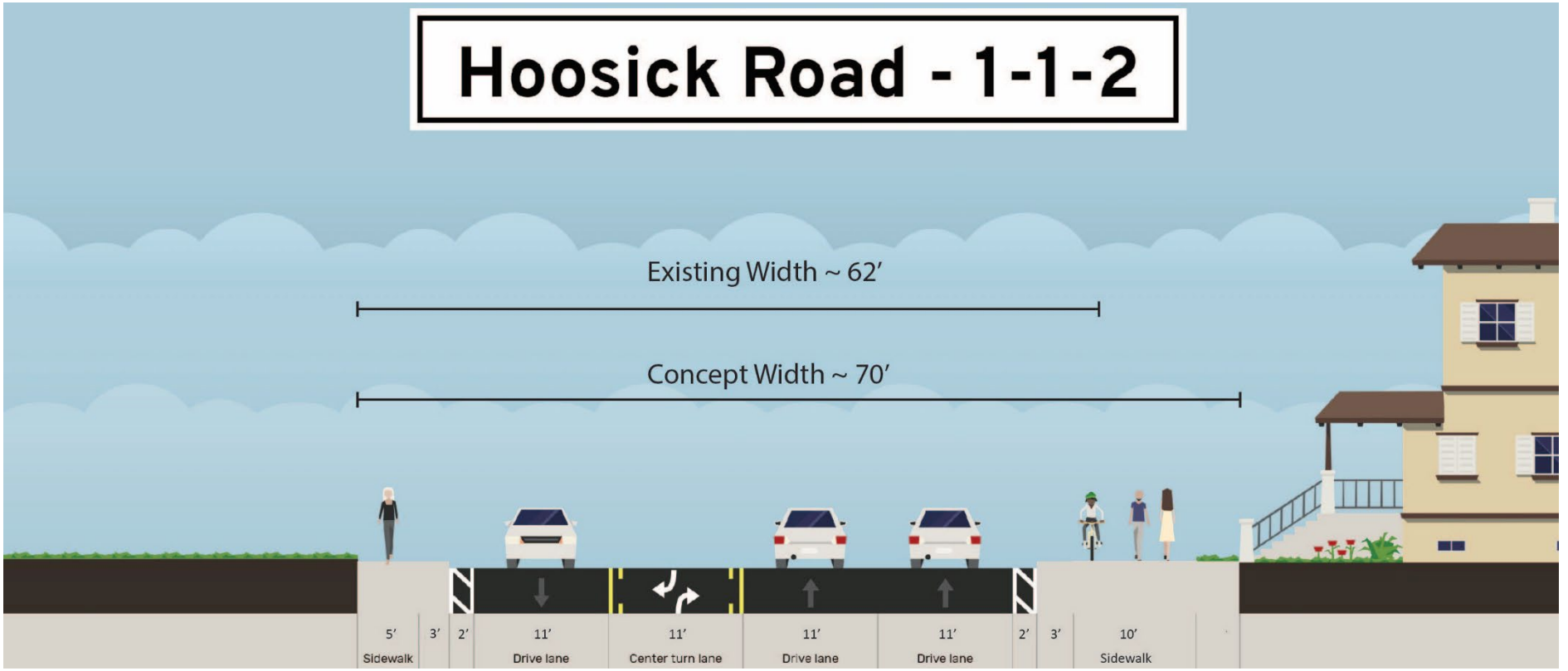
Improvement Concepts

- Roadway Widening
- Intersection Spot Improvements
- Traffic Signal Timing
  - Conventional Coordination
  - Adaptive Signal Control
- Bus Stop Placement/Design
- Road and Path Connections
- Access Management and Land Use

Roadway Widening Conclusion

- Previously studied and rejected (Not Feasible)
  - 170 Property Impacts
  - 27 Structure Impacts
- Not consistent with state or regional funding policy
  - Preservation First (NYSDOT TAMP)
- Could induce travel from unmet demand
- **Not recommended at this time**

Conceptual Widening



- Two lanes eastbound: Lake Ave through Roosevelt Ave
- Wide sidewalk to accommodate bikes instead of shoulders

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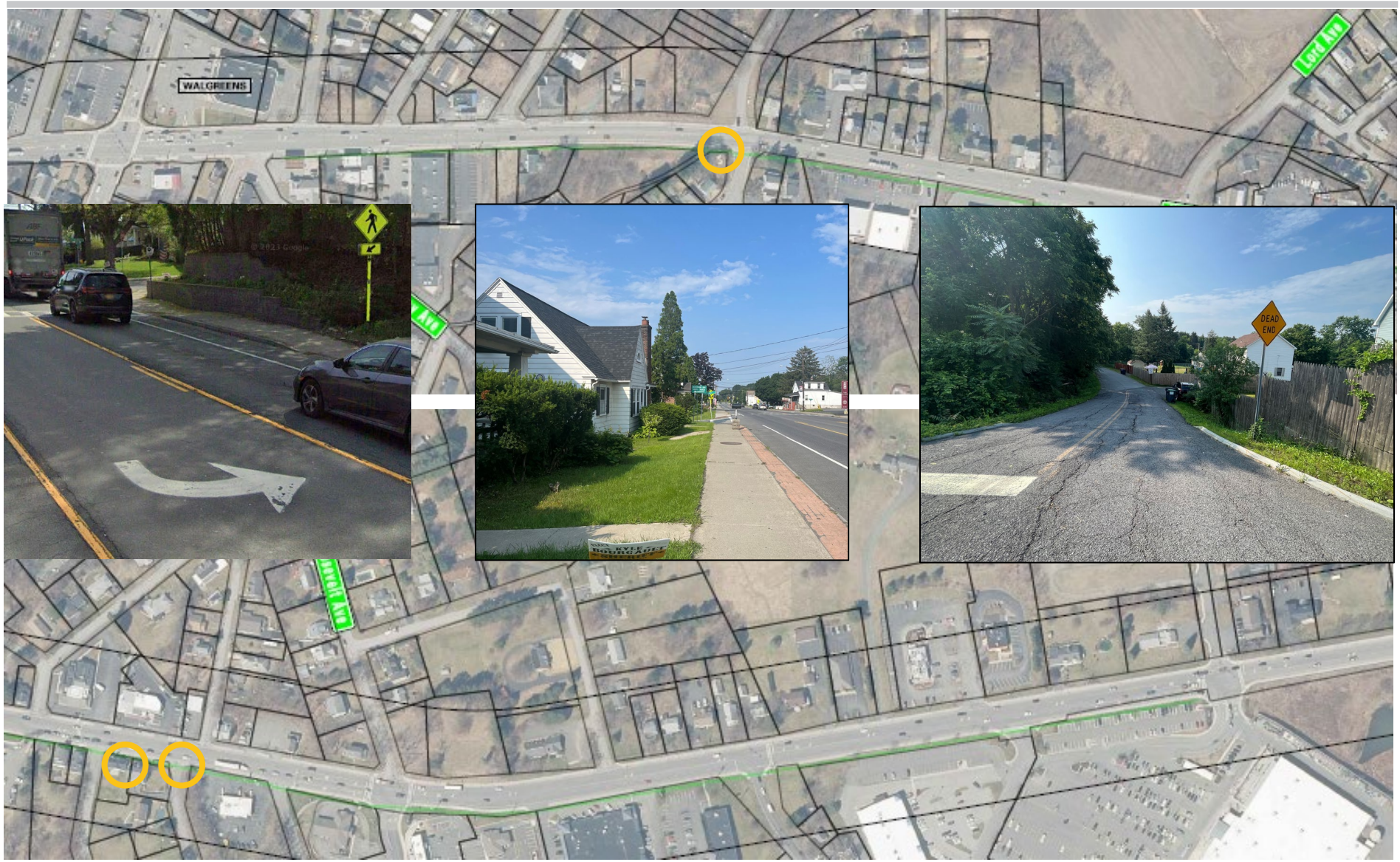
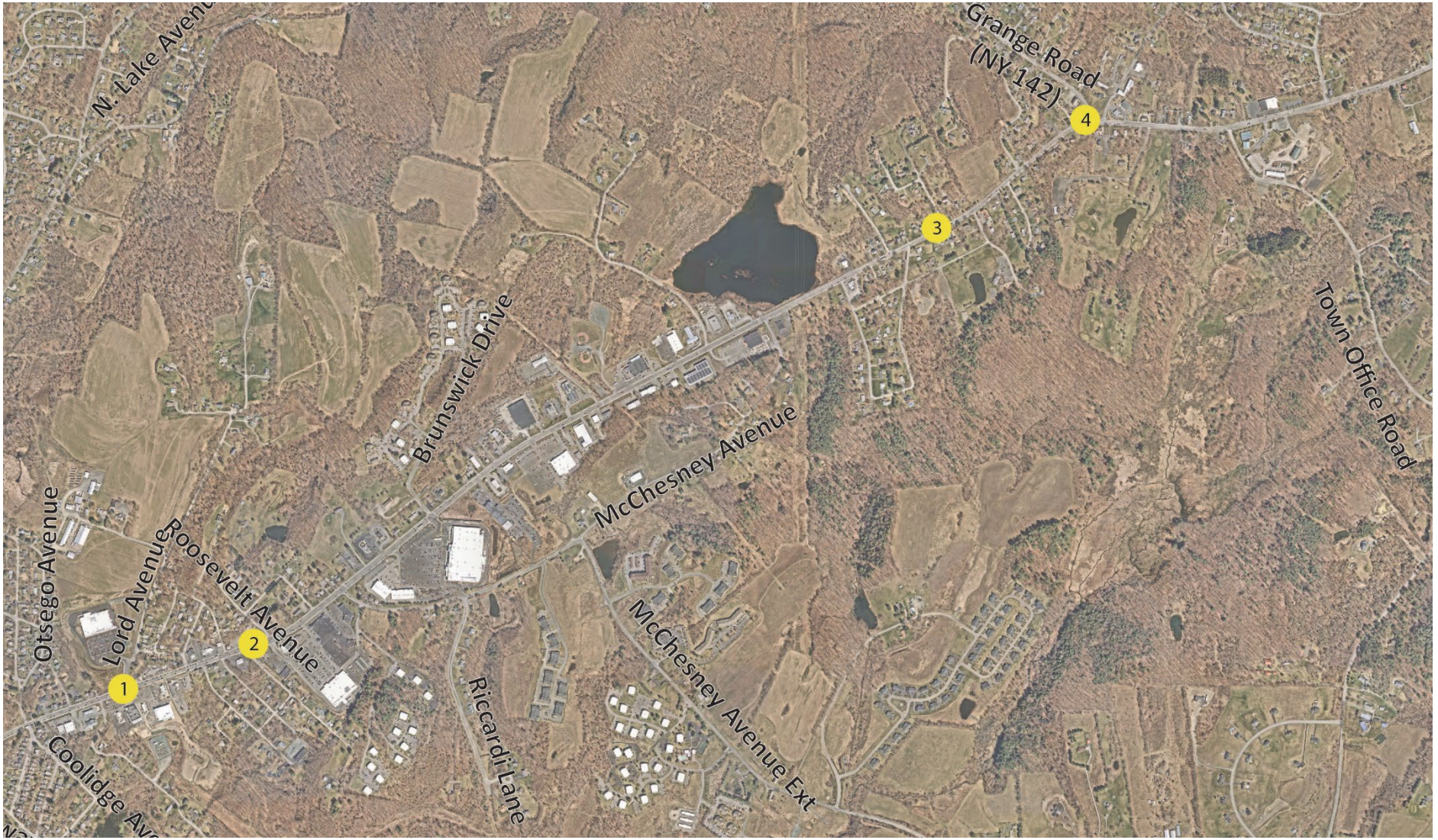
Potential Challenges



Intersection Concepts



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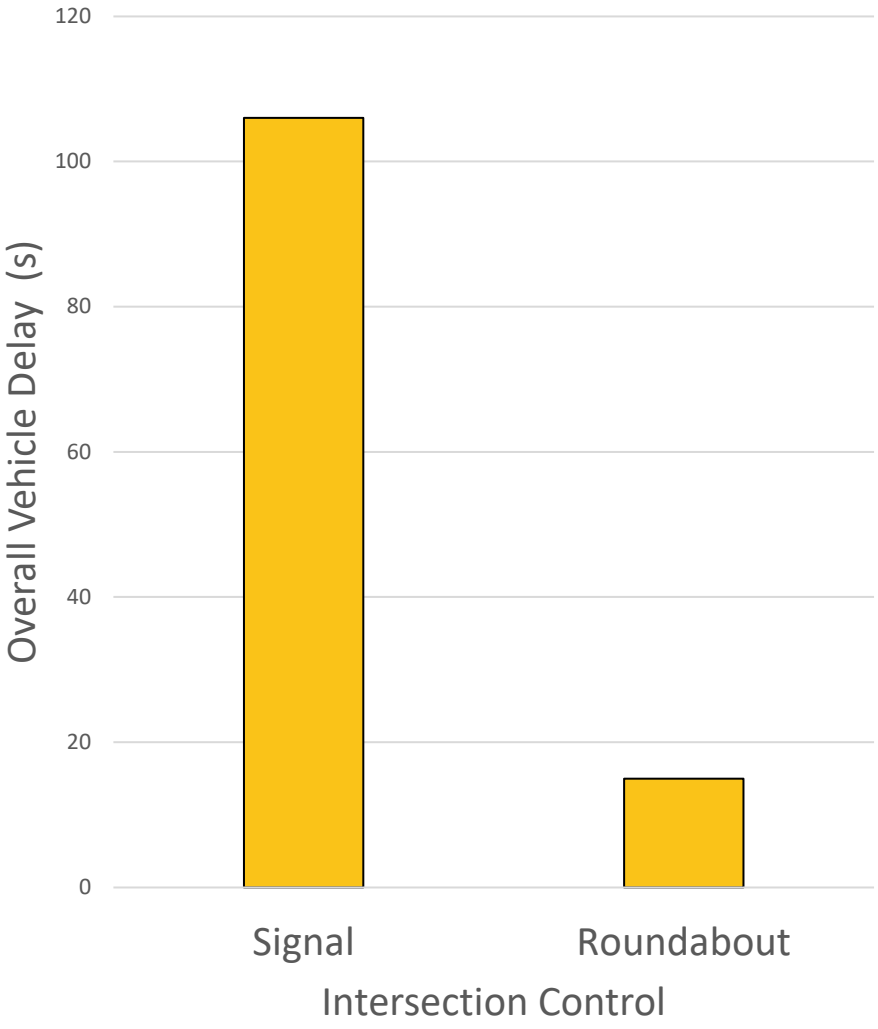
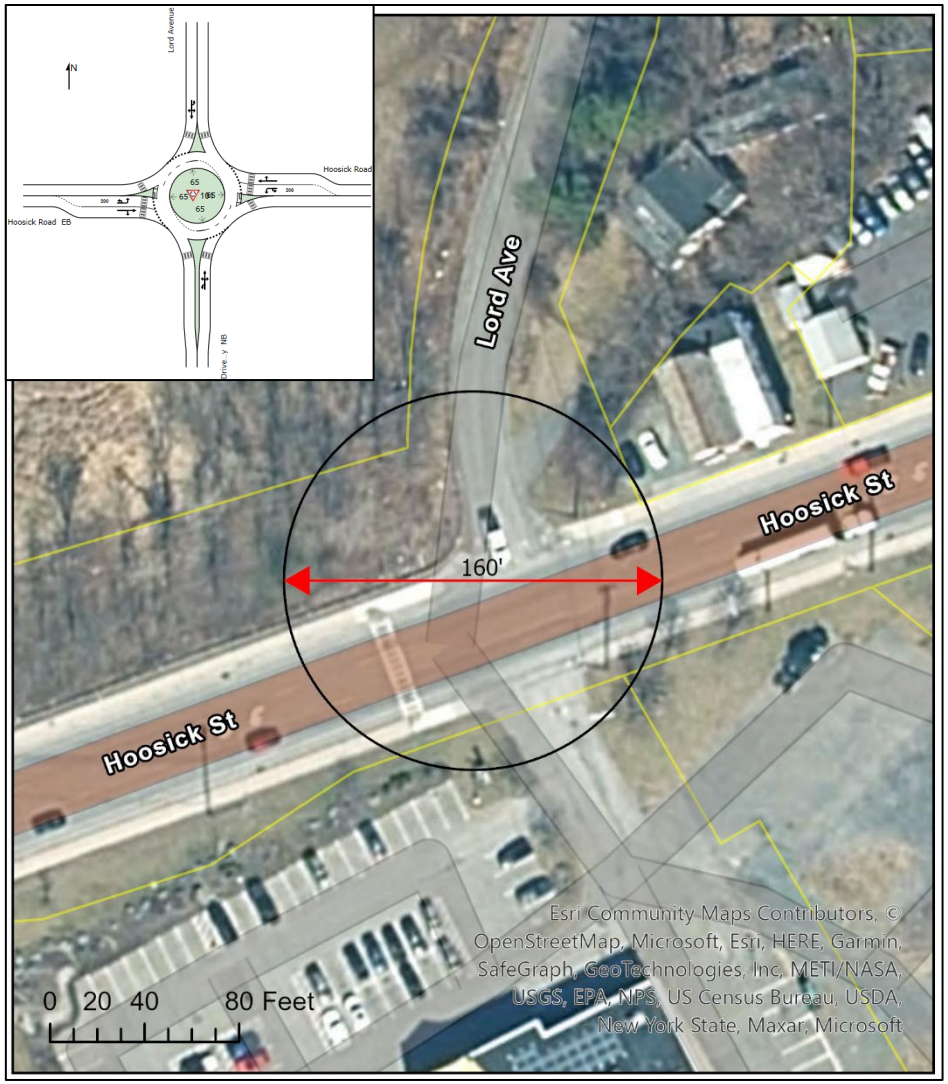
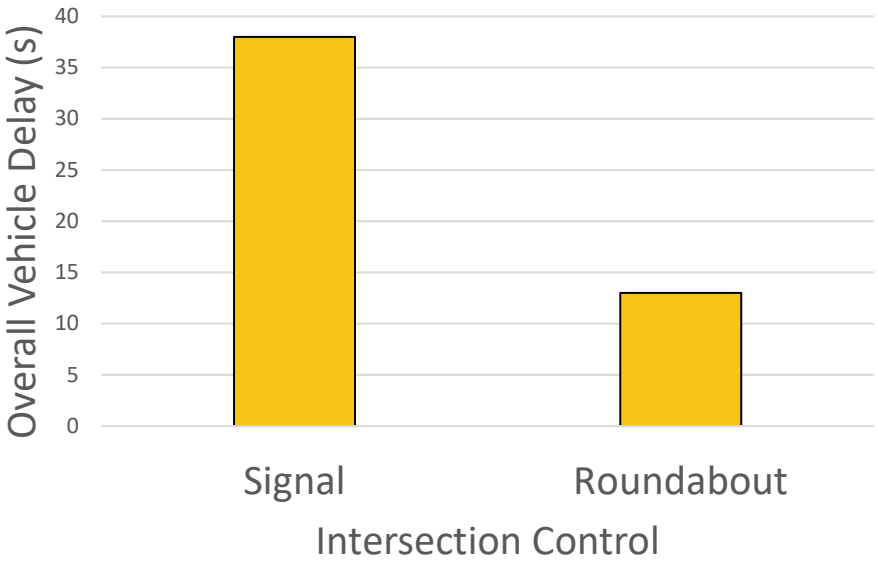
Lord Avenue – Roundabout Assessment

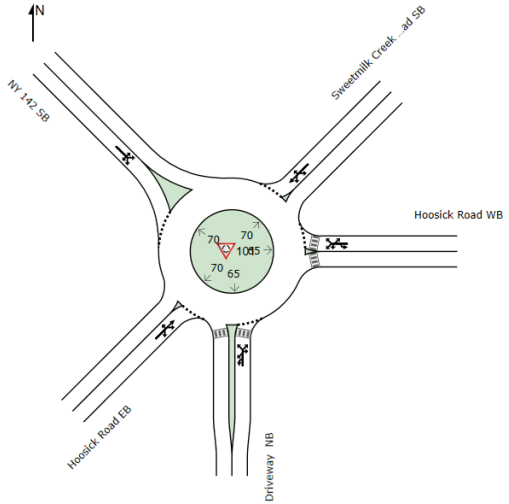


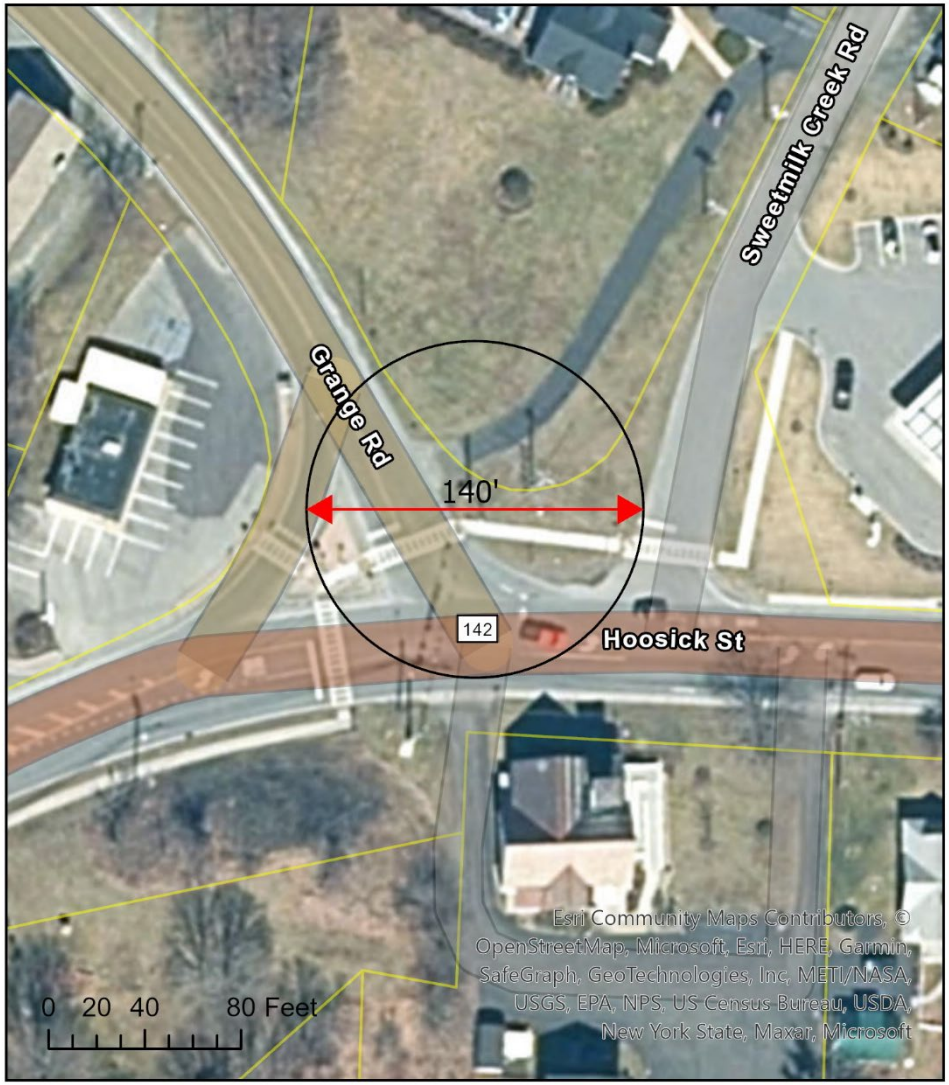


Roosevelt Avenue Widening

NY 142 – Roundabout Assessment

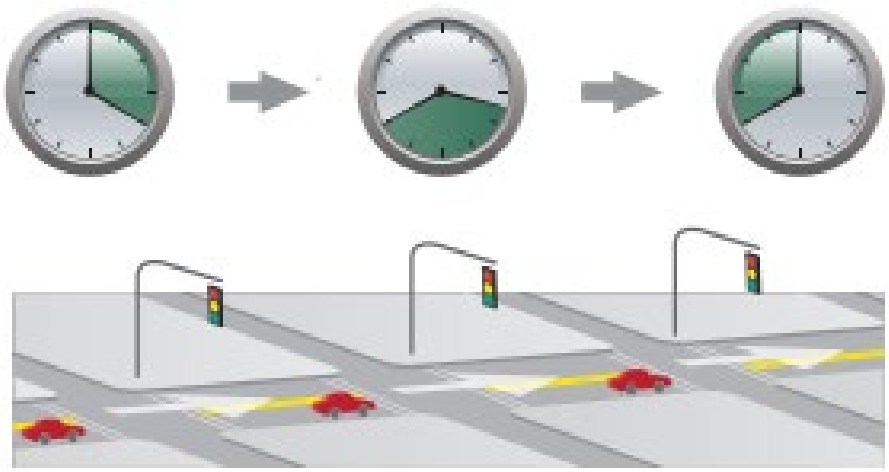




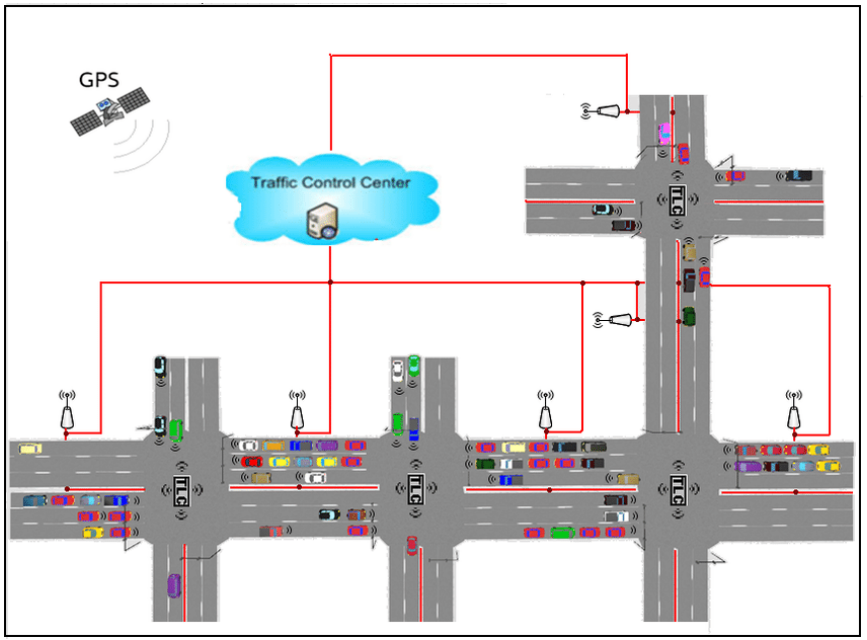


Traffic Signal Analysis

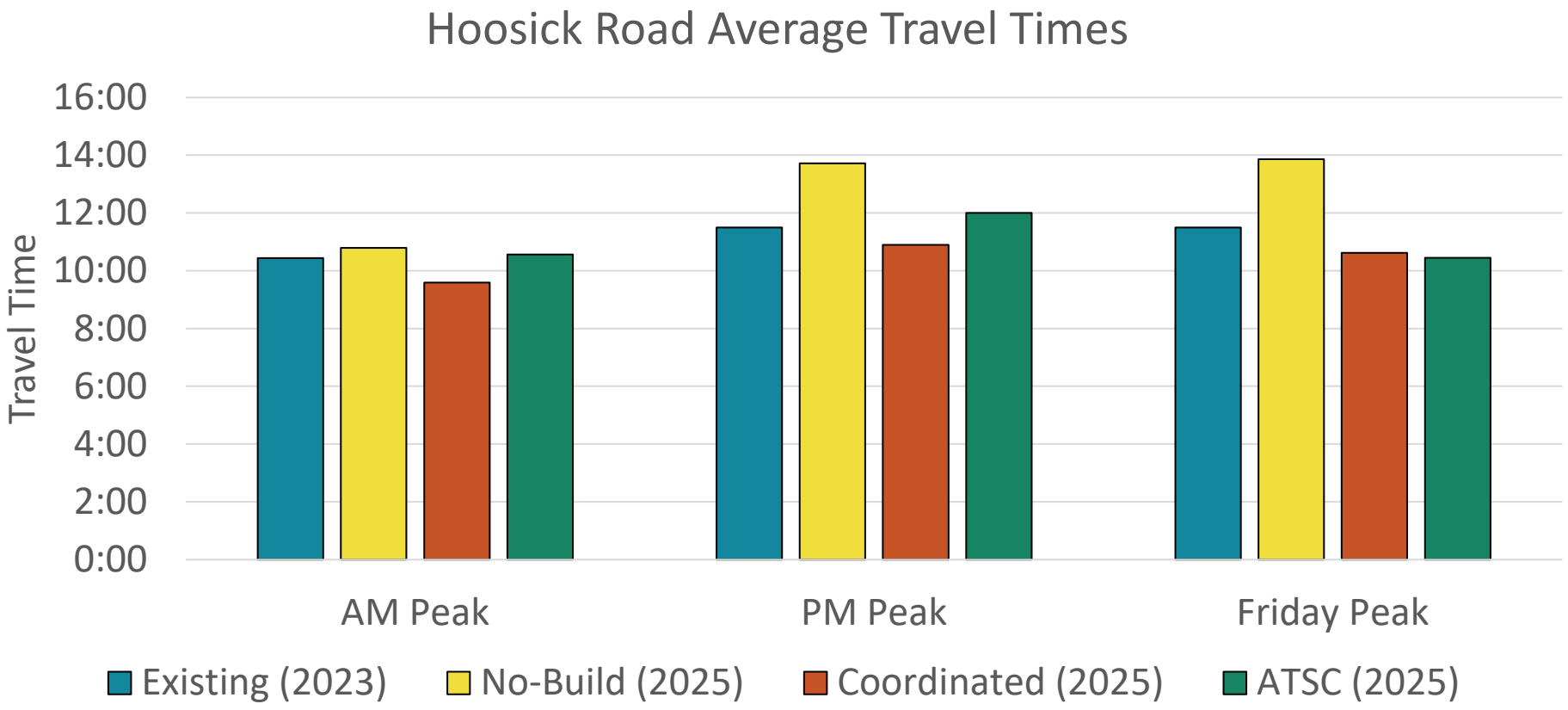
- Coordinated Signals
  - Parameters determine when to turn green
  - Signals communicate to synchronize clocks



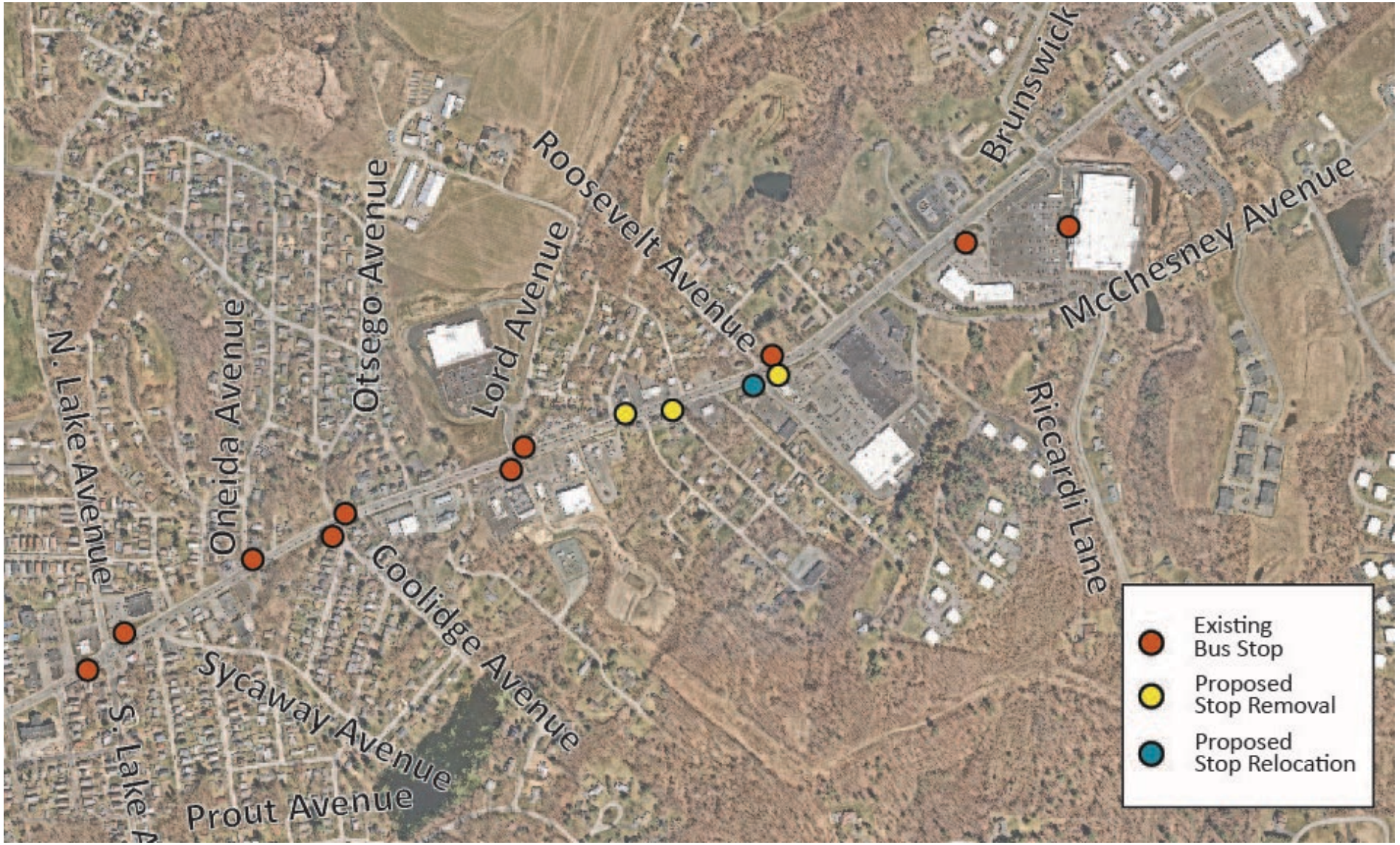
- Adaptive Signals
  - Adjust green time based on demand
  - Monitors traffic through the corridor to anticipate arrivals



Travel Time Summary

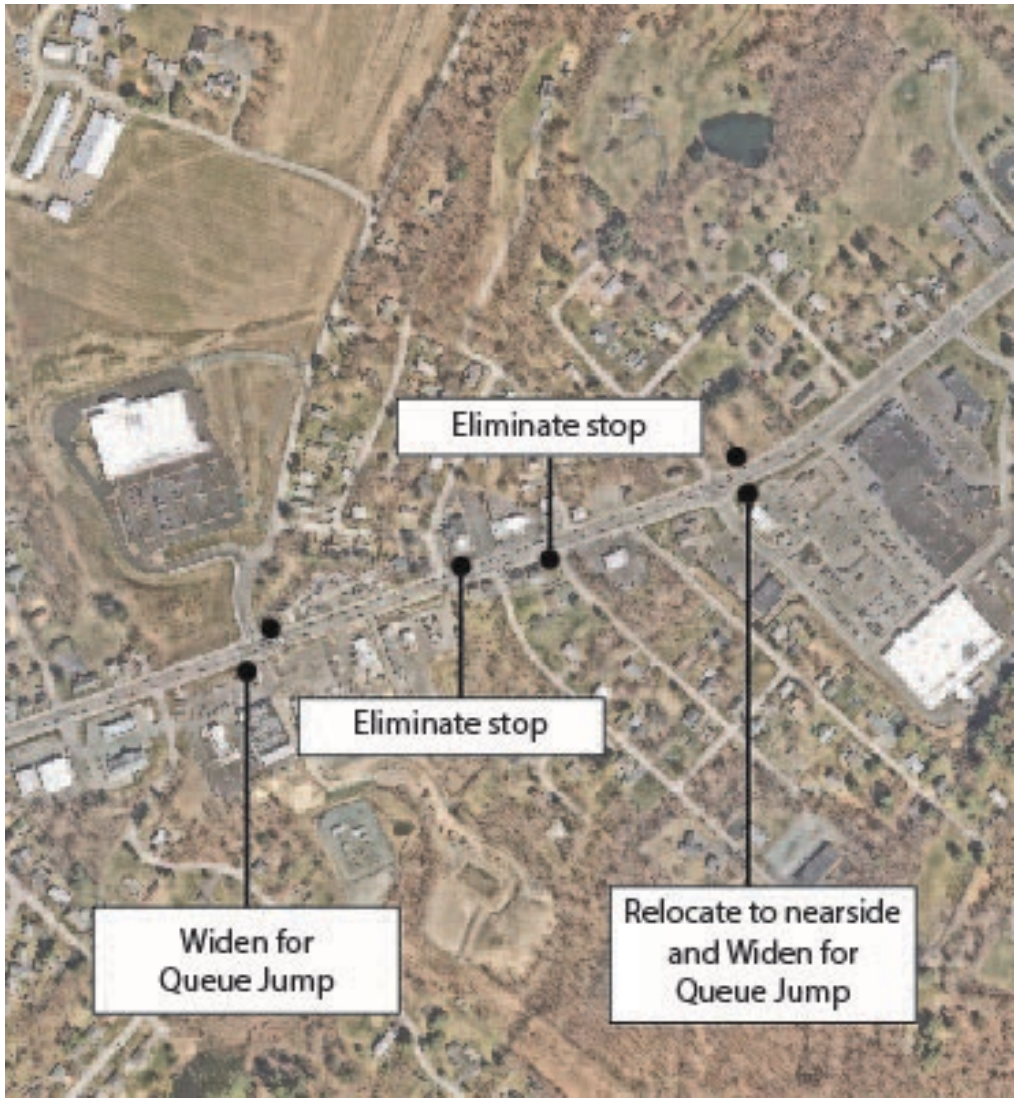


Bus Stop Concepts

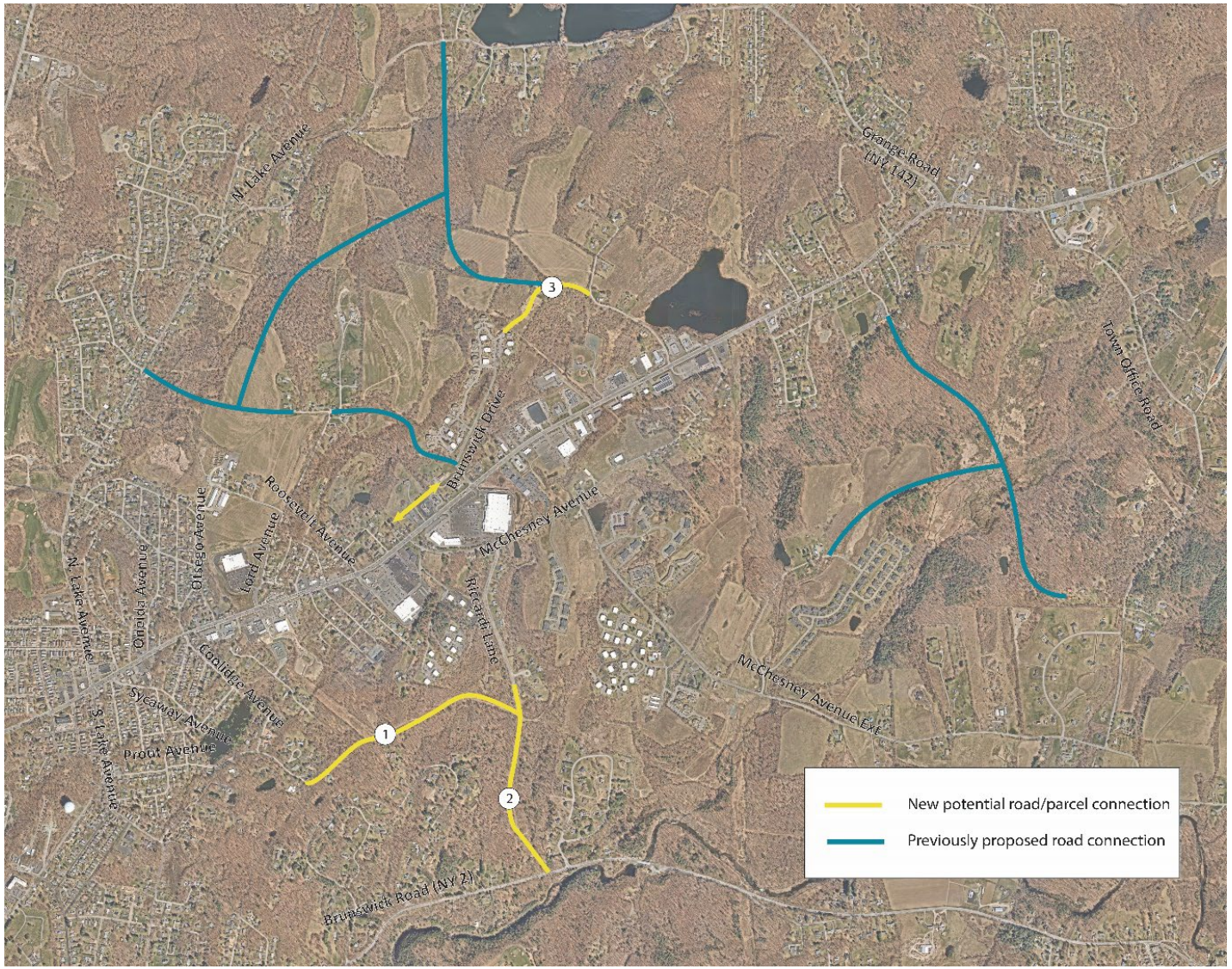


Bus Stop Concepts

- Lord Avenue
  - Widen south side to accommodate EB queue jump.
- Eliminate mid-block stops between Lord and Roosevelt
- Roosevelt Avenue
  - Relocate EB stop to nearside and add QJ to right turn lane.



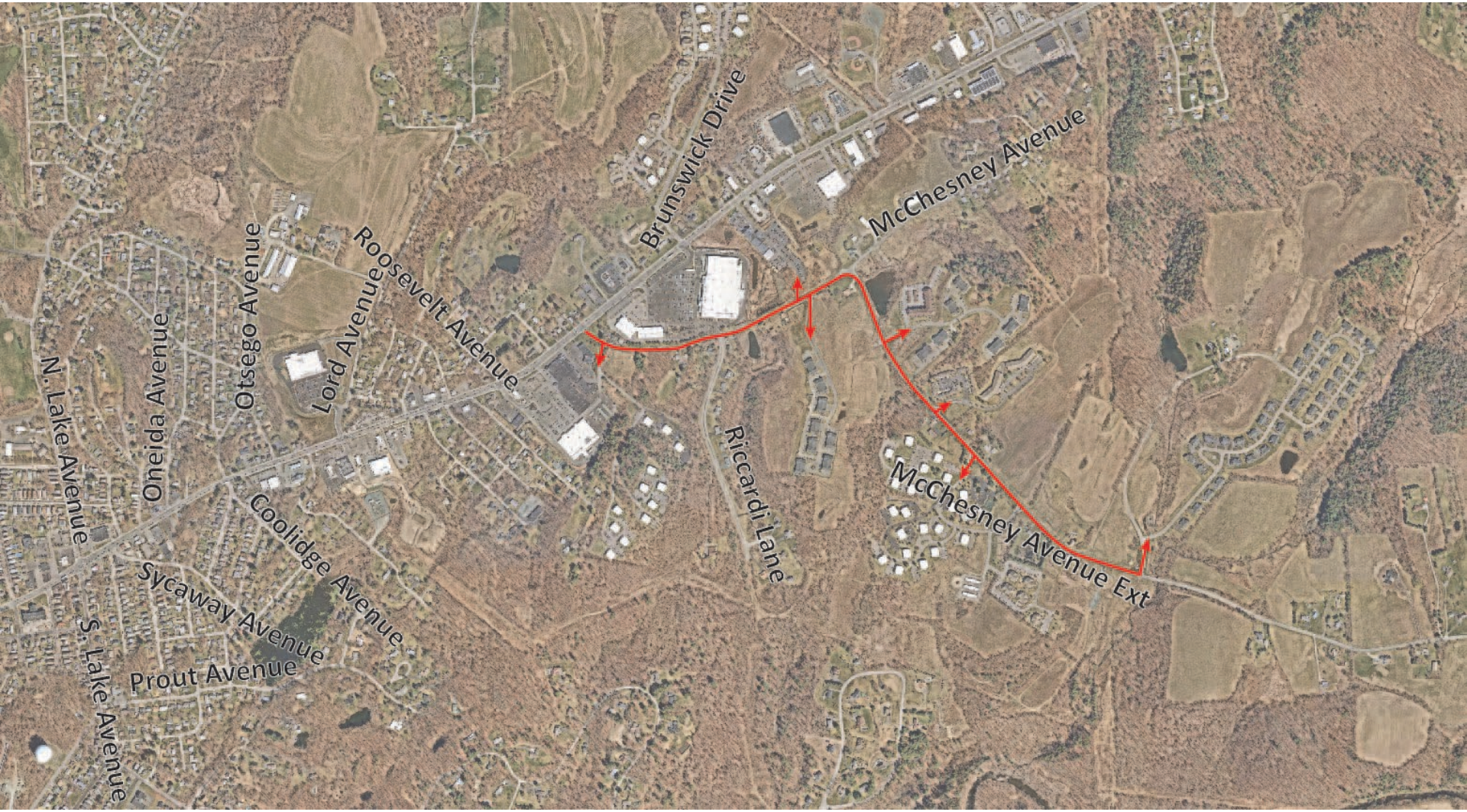
Roadway Connections



Roadway Connection Modeling

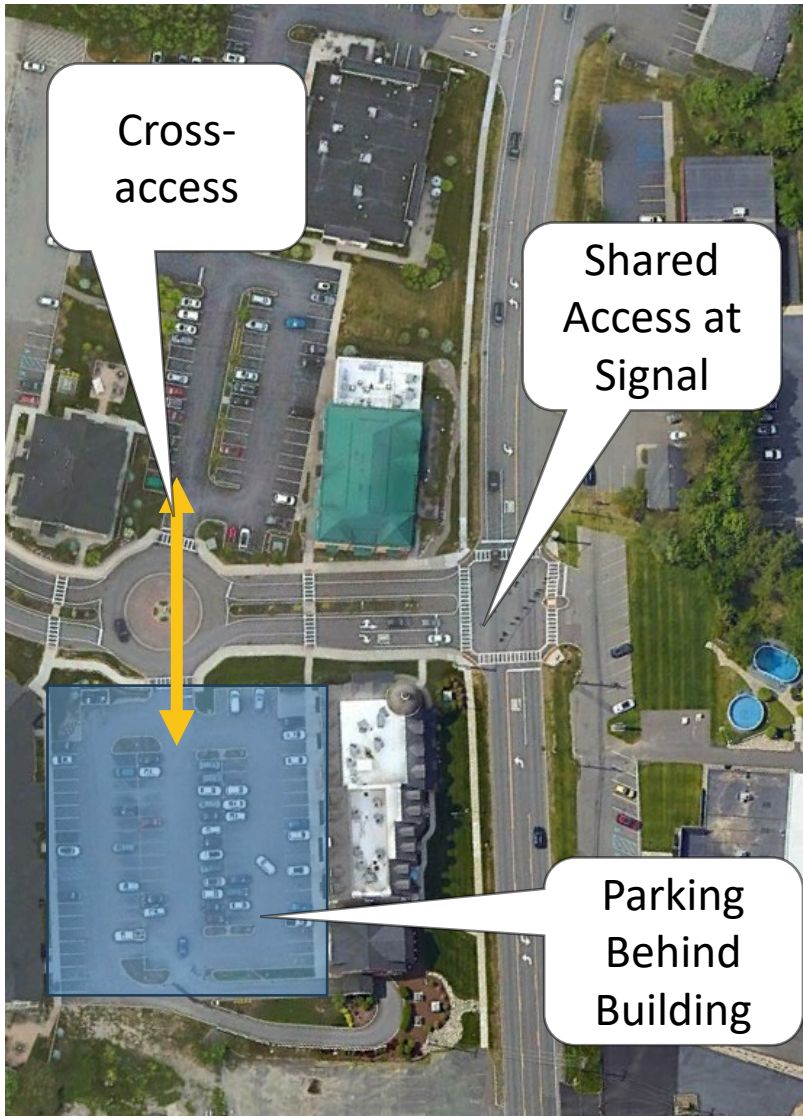
- The model shows existing local demand for proposed roadway connections.
- Proposed roads would have similar character to existing neighborhood roads.
- Study area would benefit from a denser road network.
  - Minor reduction in traffic on Hoosick Road.
  - Local access to retail without requiring travel on Hoosick Road.
  - Improved connectivity for emergency response.

Pedestrian Connections



Access Management and Land Use

- Access Management
  - Limit new driveways
  - Consider restrictions to vehicle movements at driveways (i.e. right-in/right-out)
  - Reduce existing driveway density
  - Create shared access driveways
  - Locate driveways away from existing intersections
- Land Use
  - Benefits of mixed-use development
  - Pedestrian friendly site design standards



Traffic Calming

Traffic Calming Toolbox

Speed Hump

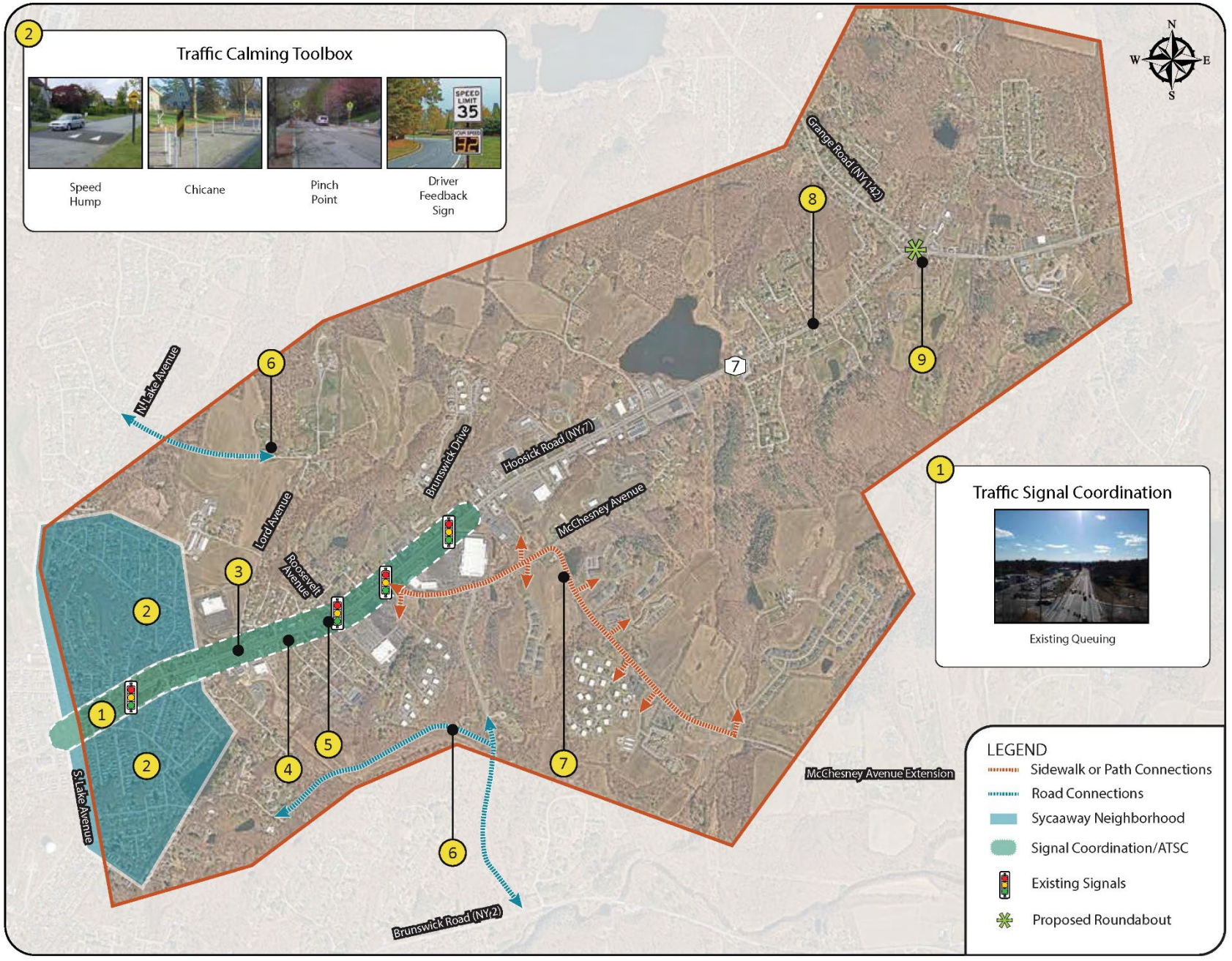
Chicane

Pinch Point

Driver Feedback Sign

Arminghall Drive Sight Distance

- Explore measures to reduce speed, improve sight distance, or improve warning sign conspicuity at Arminghall Drive.
  - Clear vegetation
  - Regrade slope
  - Increase sign size
  - Add reflective strips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Traffic Calming Toolbox
Speed Hump
Chicane
Pinch Point
Driver Feedback Sign
SPEED LIMIT 35
YOUR SPEED
32
N
W
E
S
Grange Road (NY 142)
8
9
7
6
NY Lake Avenue
Brunswick Drive
Hoosick Road (NY 7)
McChesney Avenue
Lord Avenue
Roosevelt Avenue
3
2
1
2
4
5
7
6
St Lake Avenue
McChesney Avenue Extension
Brunswick Road (NY 2)
1
Traffic Signal Coordination
Existing Queuing
LEGEND
Sidewalk or Path Connections
Road Connections
Sycaaway Neighborhood
Signal Coordination/ATSC
Existing Signals
Proposed Roundabout

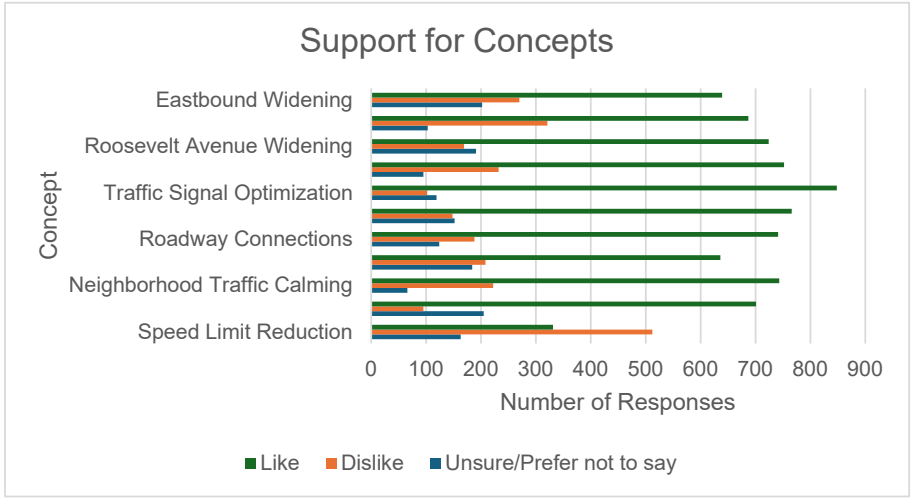
Tell us what you think!

Visit the Project Website
Take the Survey
Comment on the Draft Report

www.HoosickRoadStudy.com

Concept	Speed Lin	Arminghal	Neighborh	Pedestriar	Roadway	Bus Turnc	Traffic Sig	Grange R	Roosevelt	Lord Aven	Eastbound	Widening
Unsure/Prefer not to	163	205	66	184	124	152	119	95	191	103	202	
Dislike	512	95	222	208	188	148	102	232	169	321	270	
Like	331	701	743	636	741	766	848	752	724	687	639	
like some			372		335							
like all			371		406							

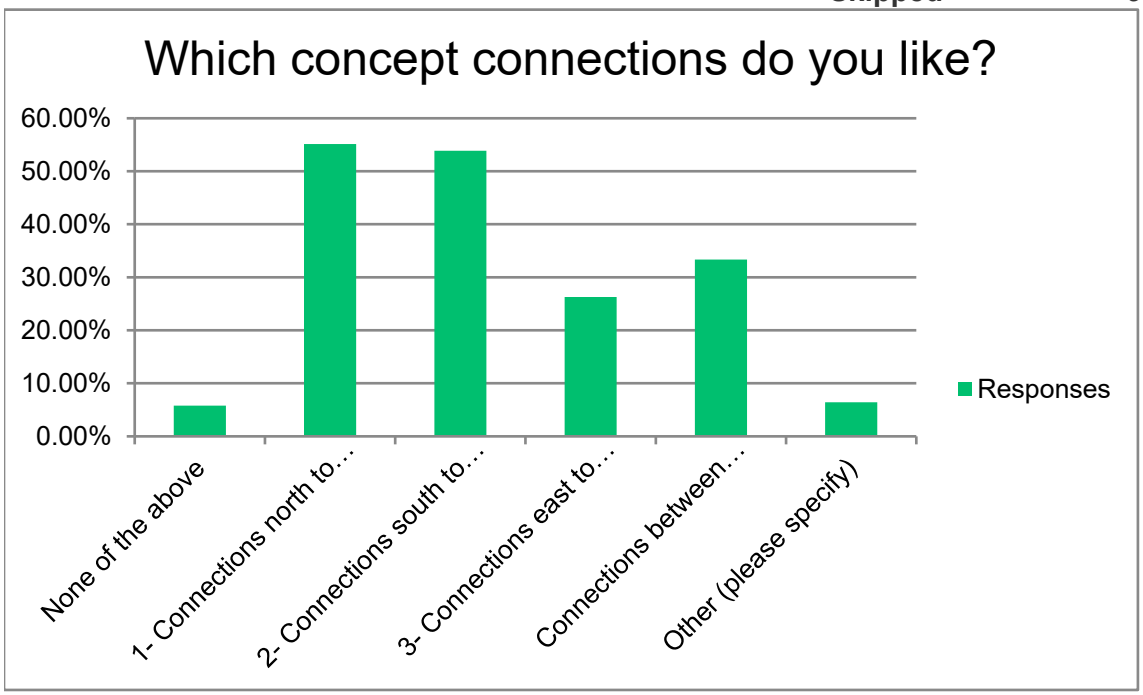
	Traffic	Safety
Agree	294	283
Somewhat Agree	458	391
Neutral	110	173
Somewhat Disagree	63	78
Disagree	64	64
Other	18	16



Hoosick Road Corridor Study - Public Input Survey #2

Which concept connections do you like?

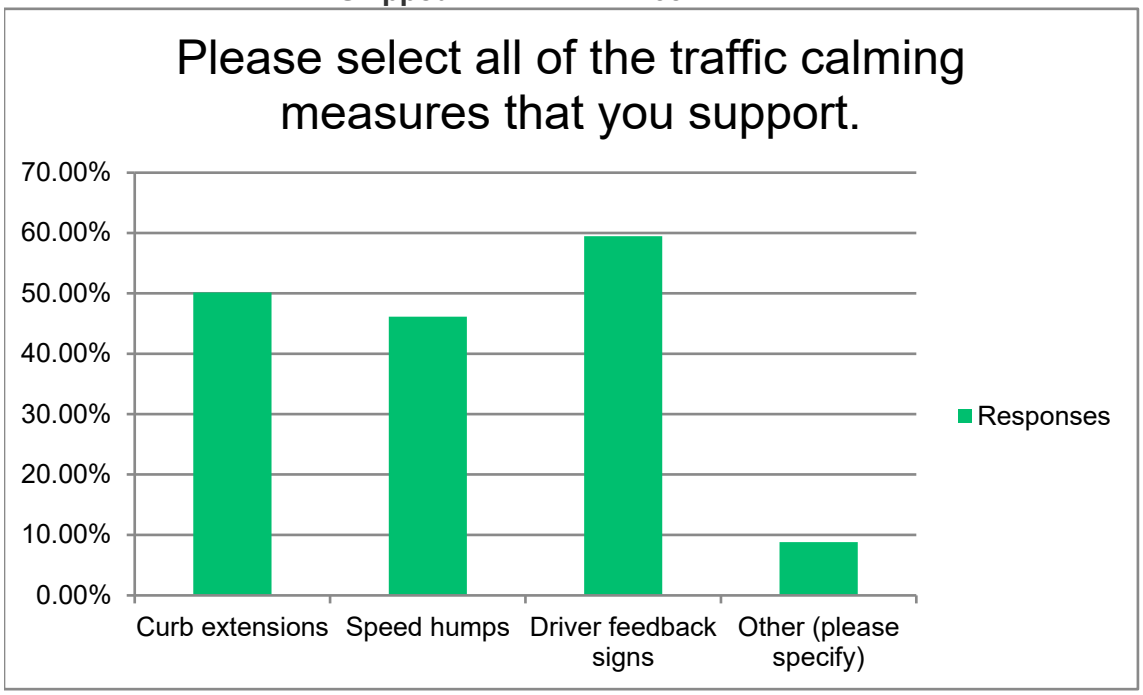
Answer Choices	Responses	
None of the above	5.77%	9
1- Connections north to Lake Ave	55.13%	86
2- Connections south to Route 2	53.85%	84
3- Connections east to Town Office Rd	26.28%	41
Connections between neighboring parcels on Hoosick Road	33.33%	52
Other (please specify)	6.41%	10
	Answered	**156**
	Skipped	**984**



Hoosick Road Corridor Study - Public Input Survey #2

Please select all of the traffic calming measures that you support.

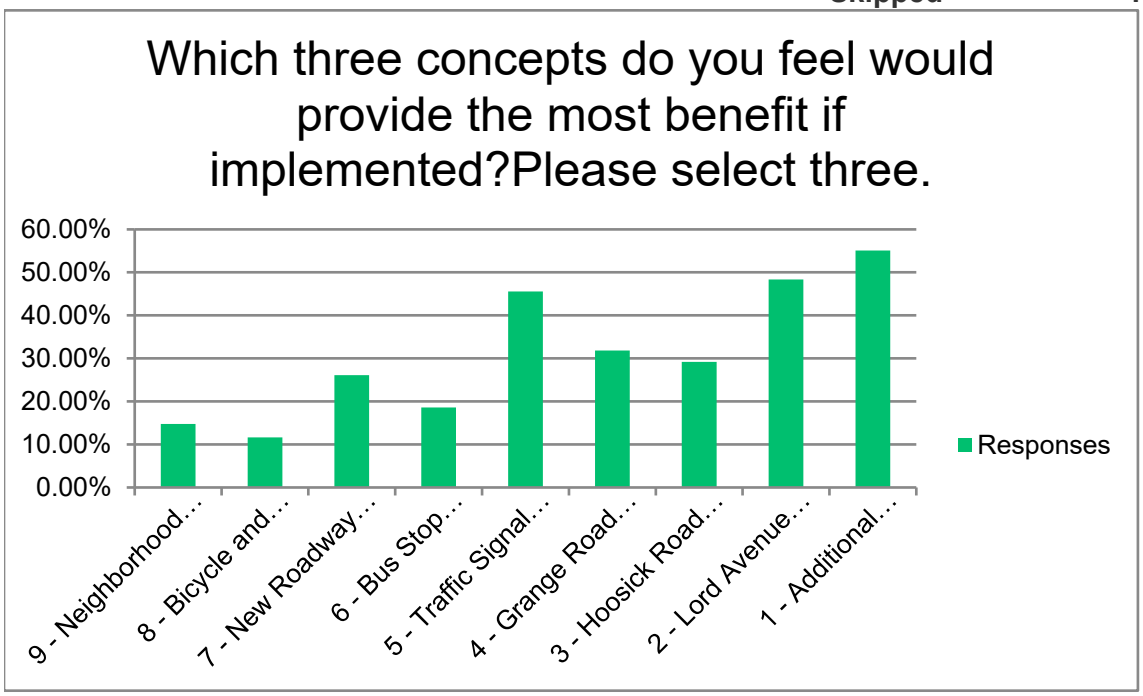
Answer Choices	Responses	
Curb extensions	50.13%	188
Speed humps	46.13%	173
Driver feedback signs	59.47%	223
Other (please specify)	8.80%	33
	Answered	**375**
	Skipped	**765**



Hoosick Road Corridor Study - Public Input Survey #2

Which three concepts do you feel would provide the most benefit if implemented?Please select three.

Answer Choices	Responses	
10 - Arminghall Drive Intersection Improvements	3.21%	32
9 - Neighborhood Traffic Calming	14.74%	147
8 - Bicycle and Pedestrian Connections	11.63%	116
7 - New Roadway Connections	26.08%	260
6 - Bus Stop Placement and Design	18.56%	185
5 - Traffic Signal Operations Improvements	45.54%	454
4 - Grange Road (NY-142) Roundabout	31.80%	317
3 - Hoosick Road Widening near Roosevelt Avenue	29.19%	291
2 - Lord Avenue Roundabout	48.35%	482
1 - Additional eastbound travel lane	55.07%	549
	Answered	**997**
	Skipped	**143**



Are there any other concepts that should be considered?
Open-Ended Response
Between certain hours (overnights mostly), Hoosick traffic lights should go to flashing yellow, side streets to flashing red.
Buying out the houses/businesses that are close to the road to effectively widen the road to allow for two lanes in both directions. With the additional cash flow from business taxes, the town should have a surplus of money.
The new light next to Planet fitness needs to be timed properly. That is the light that creates the most traffic congestion problems with hoosick Street.
I like the first 3 concepts plus traffic signal enhancement.
Add roundabout at Lake Ave where the real problem exists. Potentially a roundabout at McChesney by plaza, too. Westbound traffic continues to block McChesney making travelers have to wait multiple lights to get onto Hoosick. Also, eliminate the right turn signal from S. Lake onto Hoosick at Mr. Subb when left arrows are green to turn from Hoosick to Lake. This would also help alleviate some of the bottleneck congestion!
Additional safety for pedestrians- crosswalks etc.
Changing zoning so less retail on hoosick road
A way to keep motorists from blocking Hoosick and Lake at the intersection during heavy traffic.
Modification of the Comprehensive Plan is way overdue. Our comprehensive plan is not a permanent document. It can be changed and rewritten over time. For our fast-growing commercial development, it has been necessary to revise the comprehensive plan, yet it remains unchanged and outdated in order to justify reckless irresponsible behavior by our careless town “leaders”. For the comprehensive plan to be relevant to our community, it must remain current. I urge the town "leadership" to do the right thing. Implement a moratorium to freeze any new commercial build up. Then update the Comprehensive Plan. After that, rollback the zoning to something that is responsible. I urge my town leaders to fix the mess that they so proudly created. They can do better. If it is too much for them to handle, they should step aside and let competent citizens relieve them of the burden.
Please include road widening and bicycle lanes in area roads, especially McChesney Ave and Ave Ext, North and South Lake Ave, Town Office, Moonlawn, and 142.
While I think this survey is a good idea it seems to be too late . There is too much traffic from all the new construction . And it seems as there is no plans to stop . We don’t need any new stores in this already congested area .
Roads that run parallel to Hoosick, such that one doesn't need to rely on Hoosick to drive Westbound
There is often traffic back up caused by left turns into Keyes lane, if Keyes was to be extended over to Bonesteel lane a left turn lane should be added. Somehow tying together the Arminghall Drive and Keyes lane intersections would optimize the overall traffic concerns in that segment if there was an extension of Keyes lane built.
No new additional businesses.
LOOK AT PARKING LOT ENTRANCES AND EXITS ALONG KFC, WENDY'S , ALDI- THIS PARKINGLOT IS POORLY DESIGN TO ENTER AND EXIT AND CAUSES CONGESTION ON HOOSICK STREET.

You seem to not pay attention to the part in the city. From Lake Ave up is the biggest issue. You have made this light a disaster. Not many stop before the light to let traffic turning get through. Then where it goes from two lanes to one lane is a dangerous mess every day. For people who live on Mt Pleasant and Sycaway Avenue they risk their lives and cars every day trying to leave their own homes. I tried to talk to someone at the meeting about this last week and at the end of our conversation he said he is not part of the group running it but just helping out. This was very discouraging as I spent a lot of time trying to explain this to him and he can not help at all. The meeting seemed to be a waste of time was the thoughts of most of the residences in attendance. They feel that the plan is already going to happen no matter what we say. This is very sad!
Improeved left turning lanes
Zoning restrictions that would limit development on Hoosick Rd.; promote development on McChesney which is zoned commercial. Possibility of parallel feeder road linking commercial developments.
I'm glad to see that Hoosick Road is getting some attention, but none of these proposals address the fundamental problem which is that Hoosick Road is forced by the lack of any adequate alternative routes to handle both local and interstate traffic. While some of these proposals may help a bit, I believe Hoosick Road will continue to be a troubled corridor until this fundamental problem is properly and completely resolved.
Traffic Light Sensors that read when cars are waiting at a red light when no cars are travelling or approaching the green light.
Make another lane fromprice chopper entrance to just past the Taco Bell. It’s a very short distance, maybe 150 feet. Very bad planning previous
A bypass
You have completely missed the opportunity to improve Hoosick STREET and the North/South Lake Avenues. Consider a roundabout there to prevent eastbound vehicles from using the left turning lane as a third lane through the traffic light. (Twice in the past 6 weeks I was in a near collision as I was legally turning from South Lake Avenue, turning left on to Hoosick Street, and someone was using the eastbound Hoosick Street turn lane to continue through their red light into my vehicle, WITH MY CHILDREN IN MY VEHICLE.) Improve early morning surveillance and stop tractor trailers from running red lights when traveling eastbound. And most infuriating, preventing eastbound vehicles from using gas station entrances and exits as an ad hoc traffic circle to leap frog a single vehicle in front of them. If a roundabout is not viable, then put a traffic officer in that intersection during peak times to stave off the unnecessary gridlock, especially for westbound traffic on Hoosick Street looking to make a left on to South Lake Avenue , AND for traffic on South Lake Avenue to proceed straight on to North Lake Avenue, or westbound on Hoosick Street.
Thr need to reduce further expansion of retail stores. There seem to be no planning about how all the new stores on Hoosick would effect the traffic flow.
if the traffic signals were better synced, I believe this will help the most. There are many times when I get every traffic signal red when traveling on Hoosick Street.
Maybe the solution is to regulate the distribution of businesses on Hoosick Road rather than allowing seemingly unending development.
Is building mire businesses particable

Stop bringing more fast food restaurants! We have enough already!! Chic Fillet is a TERRIBLE idea!! They are closed on Sundays and we have huge traffic issues on weekends due to access to VT. If you continue to want more food options how about a healthier option?? Core Life Eatery, Chipotle? Those that will actually benefit the people locally as well. ENOUGH with the crap food options!
This study is over 20 years TOO late with cramming of business between lord and walmart.
There should be a sign and camera at the North and South Lake intersection warning drivers of trucks and cars not to block the intersection. A camera is needed and tickets should be issued. It is often impossible to turn left onto Hoosick from South Lake. This would bring in a lot of revenue! Thank you.
Roundabout at lake Ave No left turns... use Roundabout similar to NJ and Massachusetts
NO MORE DEVELOPMENT that will increase dramatically the number of cars and parking. This is especially HEAVY car entities like chick-fil-a. It is poor planning to build SO much more car culture.
A more direct route from route 787 to route 142 could alleviate a lot of pressure on hoosick st
Yes 4 lane of traffic
Make 2 lanes on each side.
Get rid of Harrington
Coordination of traffic lights should be a required component of ANY proposed commercial development, and a subject of regular Highway Department monitoring and maintenance. When a new traffic light is installed, its lack of coordination should not become a part of the problem.
Roundabout at North Lake/South Lake Avenue and Hoosick Road
More roundabouts would keep Traffic flowing.
Elevated roadway for people to bypass this section
If road widening isn't an option, the roundabouts are the only thing. Widening the east bound lane is only good for that side, most of the congestion is the west bound DOWN Hoosick Street. Traffic is backed up to Harley Davidson from RT 142. That's traffic headed towards Troy, westbound. Also, traffic from Lord Ave westbound is backed up until at least DiCarlo Autobody or even Cap Com most days.
Speed humps and curb extensions in Sycaway North are **absolutely necessary** to deal with the aggressive driving and high speed behaviors of non-neighborhood drivers using it as a shortcut.
Stop all development in the area until such time that any improvements made ensures traffic congestion improves.
Approve alternative transportation access ie scooters, bicycle and mobility vehicles. Make safe to drive on 7 and other roads. Encourage use of alternative transportation by allowing on roads in excess of posted 30 miles per hour.
No new development!!!!!!!!!!
If you don’t widen Route seven eastbound from the Troy line to Machesney Avenue, there’s no point in doing anything else it’s still gonna be a back up
I live on Genesee St and we NEED speed humps!
With roundabouts main concern would be wether tractor trailers hauling houses through would be able to make it might cause more traffic than help

More police patrols at MR.SUBB merge lane.
no
no
Focus on keeping traffic moving (roundabouts) and making the road more bicycle and pedestrian friendly (clearly separated pedestrian/bicycle space using wide sidewalks with a buffer)
Getting Police to write tickets for for people sitting in traffic texting. Major cause of accidents. See it everyday.
1) Potential elimination of center turn lane/creation of 2 lanes in each direction on Hoosick Rd. No left turns from Hoosick Rd w/Possible Protected U-turns at Lake Ave and Brunswick Dr. 2) Movable Concrete barrier or pop-up delineators to provide additional lane for: WB a.m. peak traffic and EB p.m.peak traffic. 3) Add traffic calming measures on N Lake Ave between Frear Park Dr and Liberty Rd to improve safety and reduce cut-through traffic from Rte 7.
Stop developing if there is no way to make a four lane road from north lake up past Walmart.
No, I appreciate all of these concepts and understand all have pros and cons. Any information about improving pedestrian safety when/if implementing roundabouts would be appreciated. It’s difficult for pedestrians to cross circles and would be prohibitive for the common foot traffic on Hoosick.
The bottleneck East and west of Lake Avenue is the absolute worst, slowing all traffic almost to a halt at busy times. This has not been addressed by any of these ideas
Four lanes, two east two west
Appreciate all the work that has gone into improving hoosick street congestion . Hopefully some implementation can start soon.
Round about for haniford price chopper Walmart and the light in between Walmart and price chopper
A roundabout should be considered at the intersection of Hoosick Street and North and South Lake Avenues, due to grid lock . Heading West on Hoosick at that intersection, going from 2 lanes to one ,is where the most congestion is.
I feel the roundabout options would only work if it was done across all lights from planet fitness to 142
I know it's business zoned and generates taxes but the corridor is already overdeveloped. We really need to limit further development.
Widing the road Between lake and Lord Ave
Enforcing traffic laws/add signs for those who block side roads and those who jump the intersection flow to only get caught up and block the crossing traffic who now has the green light-but can’t go because of the cars blocking the intersection.
Roundabout on Lake Avenue
Design an overpass from the intersection of rt 7/ rt142 to 787 for travellers including trucks trying to connect to 787 and bypass the business district.

There are big wide modular homes going down Hoosick that slow traffic (and not sure that these fit into any round about proposals or if that will be a bigger disaster if putting in round abouts). Also, I want a Chipotle and chick fil A in Brunswick - I just want Brunswick to figure out how to make it work. We have “retail” but it is lousy. It isn’t really anywhere I eat or shop (besides grocery), I mostly, go to Latham or Colonie for shopping (although Troy is okay for food, bars, entertainment), but Brunswick has so little for shopping (other than grocery stores - but I hate cooking!) I always order take out from other places, outside of Brunswick and, quite a few times the Uber eats or whatever driver canceled on me because the traffic was awful!) I live in Sycaway since it was near stuff, but if you make it so it feels far away due to traffic, I will just move (and find a better school district while at it).
No more new markets for sure
I like this idea but have a concern about the roundabout at Lord Ave. If traffic backs up at Lake Ave light causing back up further up Hoosick Rd, will side traffic out of Hannaford/Aldi’s experience difficulty merging into traffic resulting in gridlock?
I think pedestrian and bicycle provision is equally important for safety.
This is not a concept but an opinion. In theory some of these concepts might work. However in reality because of the current driving mentality, i.e. using the current centerline lane as their personal express lane, I feel that most of the concepts would just create a different set of problems with the traffic flow still being a problem. Connection of neighborhoods just provides more cut through of non-residents and create unsafe neighborhoods for the residents.
Where the ramps/bridges bottleneck before 10th st - traffic is dangerous DAILY during commute time; congestion results in multiple vehicles blocking intersections/GRIDLOCK. Make that light sync up where at least the cars in those two turning lanes can move up making room for the others from when the lights change. Too many vehicles there NOT keeping an eye out for pedestrians. Can take up to 40 min to get through two lights...crazy!!
They should in must put two lanes both ways all the way out to Route 142 with a center turn lane is the only viable improvement
Traffic calming going westbound after the light at Lake Ave
Bypass like in bennington for skiers n peepers n other pass thrus
If widening is not an option, simply improving traffic flow with the proposed roundabouts would make a massive difference.
override dot and make it 4 travel lanes.
No way should traffic be sent thru neighbor hood streets.. especially ricarrdi Lane as it is a dead end and should stay as is
The road should be 2 lanes eastbound between s lake and Roosevelt
Limiting additional development until some of these concepts are implemented.
would have also selected traffic signal improvements if i could have selected 4 options.
No new concepts, but concern about turning west onto Rte 7 from Town Office Rd, east of the proposed Grange Hall Rd roundabout. Without the traffic light at Grange Rd which allows a gap in traffic heading east, it may be impossible to make that left turn. Even with the traffic light, I've often had to turn east, then turn in the firehouse parking lot to then head west. Not the best solution.

Alternate direction lanes (build in the flexibilty to change the direction of a common lane to accomodate peak traffic). Higher degree of enforcement of Traffic Laws.....speeding, dangerous/illegal lane changes, stopping for stop signs, running red lights, blocking intersections, texting/talking on cell phones.....
Lowering the speed limits on residential pass-through roads to 20 MPH so that motorists have to slow down to get on Route 7 and avoid route 142 and route 7 intersection.
The bottleneck in Sycaway cutting 2 lanes to 1 begins the problem. Making 2 eastbound lanes at Roosevelt makes no sense to move traffic at Lord Ave. Zoning changes on Hoosick Road should have been left as residential not changed to commercial without resident input. And, NO Chick-Fil-A!!!!!! Leave the small neighborhoods as is. That has always been a big drawing card for families. You're destroying the suburbs.
I think the proposed options cover most available options. Potentially considering additional collector roads (like those from the 2000 survey/study) would be helpful.
Zoning changes to allow for housing closer to destinations and destinations closer to housing.
Stop building along Hoosick Street. On any given day traffic backed up eastbound down to Oakwood ave.
If there are ways to incentivize utilization of public transport for Hoosick road, this may also help alleviate traffic. Items to consider: - Park and ride areas - More frequent bus schedule - Dedicated bus lane - Improved bus stops/ shelters - Improved bus access to nearby residential areas.
Additional lanes, similar to what DOT did in Latham IFO Keeler Motors many years ago. We need to prepare for the future, not just development in Brunswick, but also Pittstown and Hoosick.
While many of these proposals would be marginally beneficial, they do not address the underlying problems of volume on Hoosick. The City of Troy should be working to place more of these retail amenities within the downtown area, rather than forcing residents to funnel through Hoosick for stores. Then Brunswick should work to increase housing density and calm traffic directly in the area to sustain commercial activity with reduced vehicular traffic volume.
All great concepts. All listed concepts should be considered
the merge lane should be extended. the volume of traffic on hoosick street is not addressed. adding businesses along an already overcrowded corridor has worsened the traffic conditions. additional travel lanes, improved site lines and traffic signal coordination will help, however, the volume has not been addressed. additional commercial activity will add to the problem - which is also not addressed. the wait time and stacking at high volume times is problematic - how do you intend to improve that on a friday night, for example. the lack of left turn lanes is also a problem - with limited site lines, cars turning left create accidents. improving the timing of the lights should help the traffic trying to turnout of the new businesses - waiting for a break in the traffic is problematic as well.
Traffic planning prior to additional permits for commercial use in this area, including having the ability to offset road/roundabout costs from new construction
Fix the potholes!
Please add the white lines on North Lake Ave at the intersection with Frear Park Drive/Genesse Street four way stop.
Stop adding businesses

I feel the widening of the lanes by Roosevelt, the traffic circle for Lord Ave and the improved traffic signals should all be implemented as one item. I also like the roadway connections to alleviate the traffic load. Widening the road anywhere you could is a great idea, maybe down the road, and not letting people who have houses right on Hoosick to sell them when they move and get some other kind of compensation so they can be torn down.
STOP ADDING MORE STORES
Large parking at each end of Hoosick with regular shuttles/trolleys up and down Hoosick for the shopping needs with a dedicated bus lane. Provide a transportation alternative that is preferable to sitting in car traffic and people will choose the bus!
Expand on the two-lane east bound lanes by making it variable to the commute usage. Two lanes would be used only during the morning commute, and two lanes would only be used for the afternoon commute. Also, two lane use could be useful for holiday/special event travel traffic conditions.
No road widening, it makes the problem worse
Limiting development. Hoosick can't handle more, and adding lanes doesn't alleviate congestion. Induced demand guys, come on. This is known.
Yes! Remove all traffic lights from Lake Ave to Rt. 278. Free-flowing traffic would eliminate backups. Traffic lights cause the backups. No traffic means improved access to HOOSICK from side streets.
Restrict the passage of mobile homes along the Rt. 7 corridor. Limit the use of Rt. 7 for large trucks at certain high-volume hours of the day or certain days of the week.
All further development along Hoosick Road should consider the effect on traffic and be included in the models that were used in the study and not just "estimated" by the developers.
How would the Lord Ave and widening Hoosick Rd near Roosevelt Rd effect traffic at the McChesney intersection?
No to number 7
Widen Hoosick to 5 lanes. Giving a conclusory statement that it is not feasible without explanation is suspicious and makes me question the motives of those involved.
None that I can think of.
No and no way should traffic be pushed to ricardi Lane.. That is residential dead end and should stay that way
Great ideas! All of them would help.
I have been driving RT 7 for 27 years from Latham to Hoosick Falls. We need an additional eastbound lane - PERIOD. Everything else is minimal. The lights are this issue... its just too many cars. EASTBOUND LANE would absolutely help.
Traffic cameras at red lights! Two lanes!! Before any more businesses are aloud to build, FIX THE DAMM ROAD!
I have concerns over pedestrian safety on Hoosick, some way to physically separate the pedestrians/cyclists from the cars on the road would contribute to this safety and promote bus ridership from Troy, lowering the number of cars. I've nearly been hit while on the sidewalk adjacent to those intersections. Even a large pot of flowers or similar object on these corners would discourage this behavior. I worry the roundabouts, while very beneficial for traffic movement, will further enhance this problem of pedestrian safety, as they can be quite difficult to cross.

Leave it as it is, these changes will create more unnecessary traffic through communities that enjoy the current low flow of traffic. Leave it the way it is and deal with the situation as is and stop putting more businesses in on hoosick street.
New roadways will disrupt the quiet area of Town Office and McChesney by increasing traffic flow. These areas have children and animals that do no need risk of more traffic.
Adding a second eastbound lane from the Mr subb intersection to the intersection past Walmart would solve the majority of the hoosick street flow issues. The eastbound merge at the foxy cleaners and Hannaford/Aldi/planet fitness intersection are the major pinch points. It seems as though the timing of the light at that intersection needs tweaking. It would preferentially serve to maintain flow on hoosick, not switch immediately for cars leaving the stores.
Concept 7 is dangerous. Riccardi Lane is a dead end cul-de-sac. The people that live on it live there for a reason. Opening it up to route 2 will create a main thoroughfare. The resulting traffic will be devastating to the neighborhood.
Keep your study to Hoosick Street and that's the concern don't just look to divert traffic to other areas to help Hoosick then there will be problems there. That's not the way to solve the problem. If Hoosick was done right years ago when C.T Male screwed the whole project up with the state Dot.
leave it alone
Improved public transportstion
Safety and speed: currently drivers are going up Hoosick at 40-50 mph -- including all law enforcement vehicles. Trucks go through red lights at Hoosick & Lake. Either change the speed limits or enforce them.
Round about at the intersection of Walgreens and Mr. Sub.
I do not think reducing speed limits will result in slower traffic. I completely support sidewalks and bike lanes but will they really reduce traffic? In any case safer walkways should always be considered. For the future- please consider a roundabout or 4-way stop at Grange Rd and Gypsy (Calhoun's Farmstand).
New roadway concepts will ultimately lead to the same problems we already have in our small neighborhood roads. The argument of "people in the sycaway neighborhood using these roads" is not a strong argument because it will eventually lead to outsiders speeding and cutting through, just like they already are. There isn't a problem with getting to hoosick street, the problem is on hoosick street once everyone gets there. Round abouts and widening the road are more effective.
Stop allowing so many businesses to come in on a road that can not handle more traffic. It is destroying the neighborhoods and adding more roads to connect to Hoosick st will just make everything worse for those that live here.
Synchronizing all traffic signals and no more retail or restaurants being added to the Sycaway area.
Roundabouts replace all traffic lights east of north and south lake and reduce speed limit till past 142
Lower speed limit to 30-35 mph for full length of Hoosick Road because trucks coming from west onto Hoosick Road drive DANGEROUSLY FAST for a long distance.
Do not build a connector off of Town Office. The dumbest idea Phil Herrington has ever had.
several truck lanes/passing lanes between project area and vermont

Consider moving school bus stops off of Hoosick street all together for safety of children. Consider modifications to merge at S/N lake aves, there currently doesn't seem to be any concepts for that point even though it was brought up to be a major concern. People block the intersection all the time when traffic is backed up, causing major safety concerns. Consider increasing police presence to help combat drivers utilizing the turning lane as a driving lane from the old dry cleaners to the Hannaford intersection/Lorde Ave.
1. Some residential streets (Oneida Ave., for example) are increasingly being used as shortcuts to avoid Hoosick St. That's of enormous importance to homeowners on & near those streets, for many reasons. I hope you have proven methods to decrease or eliminate that practice. A "local traffic only" sign is worthless. 2. Highly visible "Do not block intersection" signs with lights and a thick white line on the road, placed at most intersections lacking any traffic device. 3. Bigger road signs so people can see their next turn sooner. 4. I hate to say it, but consider changing some side streets to one-way only, with the neighborhood's general consent. 5. Just make a decision & do it this time. I'm sick of studies and reports and surveys that just die on the vine.
Have more cops
An easier way to access Route 2 from 787. Put a Round a bout at Congress St/ Pawling Ave, providing an alternative main artery thru the town and points east.
Doing a bypass thst was proposed years ago and the town Father's said we would never have that volume of traffic. Guess what people you were wrong.
In the short term change the timing of the lord ave light. It favors lorde ave too much over Hoosick. Ex. Adding 10 seconds to hoosic would significantly reduce backups. Being in a traffic jam the whole way from Walmart and seeing no one at the haniford light is the definition of stupid.
No chik filet
Route all non local truck traffic up Oakwood Ave to 142 back to Rte7 at Sweet Mill Creek roundabout
Stop building new retail in this area of Hoosick. Several locations in the Brunswick Plaza sit empty.
No more commercial building
Two east bound lanes and the round abouts proposed is the way to go no matter what the cost is if you want to plan to the future. The traffic light at the Hannaford intersection is the one that creates all the traffic. This is the place to put a roundabout and spend all the money. The other option is to moving east Eliminate the middle left turn lane. It will be better to occasionally stop traffic, if anyone want to make a left turn, rather than have one lane permanent blocked and reserved a lane for those turning left.
tiny house developments for affordable housing.
You really should bite the bullet and do it the correct way- widen Hoosick to 4 lanes from where it currently ends up past Walmart. Take the homes needed and pay the owners. Or develop a second road that bypasses Hoosick street to get to Vermont. What is currently proposed are bandaids only
do not allow any more development
Proper storm water drainage/ design for residents of Windfield lane….that was promised! Not this patch job with 4” flex pipe being installed!
No. Thanks for researching all these concepts!

Roundabouts are the best answer, specifically at Lord Ave. please reference the potential traffic improvement provided by Creighton Manning. It is clear that a roundabout at Lord Ave and traffic signal improvement would be the lowest cost options with immediate benefit. Also, the average time to travel Hoosick road listed in the study is not accurate. It could take ten minutes just to move through the first set of lights. I would challenge Creighton Manning to reevaluate their study, as this inaccuracy is detrimental to the study and our dollars spent on the study need to be used very wisely.
The problem occurs at Lake and Hoosick when the road narrows. This must be addressed directly. We do not need Chick Fil-A. It's an appalling business.
Widen route 7 beginging at Lake Ave. East bound to the Vermomt border. Also considerations should be brought to the attention of the city of troy and see what changes they can make in the city.
Two lanes each direction with middle turning lane. Use eminent domain and think for the future.
The town should seriously consider ways to decrease the amount of traffic, thought public transporation and increased walking/bicycle routes. My greatest concern is how these proposed changes are going to impact existing, long-term businesses. Development has been talked about for years and this SHOULD have been considered before undertaking this major construction. It's like putting a band aid on a broken arm
Find the money to make 2 lanes in each direction!!!! I have lived in Brunswick for 51 years. Hoosick street and Hoosick road is unacceptable. Politicians failed!!
Roundabouts are inherently not bike/ped friendly - I am concerned about those types of road users and would have liked to have seen more integration then what was proposed for most concepts put forward.
No more development on Hoosick/Route 7. It's insanity.
should be coordinated with a redesign of hoosick in city of troy. this plan is only as good as it works in conjunction with hoosick st in Troy.
Markings on travel lane to encourage people not to use this as a traffic lane. Encourage drivers with safe driving tips: use directionals, stopping before stop sign and creating up to verify sight lines, not texting while walking or driving. Encourage parents to be efficient at bus stops while on and off loading children from bus (not talking to bus driver or parking their cars to block roadway). Have property owners have their bushes trimmed or removed to prevent blocking sight lines.
Thank you for your time and effort put into this study! Given the restrictions of properties along this corridor, I believe your assetment of what can be done cover the most cost effective options.
Until any of these concepts are approved , North Lake Ave. speed limits from Frear Park to rte 142 are completely ignored The 35 mph is more like 50. We need Police presence during rush hour times. (DANGEROUS)
No
I think there should be bus shelters on Hoosick Rd. Having a shelter might induce more people to use the bus instead of driving, knowing they have some shelter from the elements instead of having to wait in the rain, snow and hot sun for CDTA busses.
State road=state problem. Brunswick growth should not be constrained for the benefit of Vermont traffic. Brunswick should not be responsible for paying for solutions to address a state problem impacting Brunswick residents

second road from 787 to rt 7 past hoosick st
Suppose drivers don't follow the speed limits now! What makes you think LOWING THE SPEED LIMIT will make a differents! They use the turning lanes as their own personal speedy way, right down Hoosick Road or Street Speeding at 55 mph.
Stop putting so many commercial businesses!!!
N/a
Investigating pedestrian options at the Lake Avenue intersection that don't involve all-way stop while the ped phase runs. I also believe that you may not need a second lane eastbound if ALL the signalized intersections are replaced with single lane roundabouts.
A connection road to Brunswick Av needs to be explored. This would help motorists who are bound to only one way, Hoosick.
Please I think it would be very inexpensive to sync the lights while study is going on.It seems like we have talked about issues for years.
The traffic on Hoosick St is a symptom of unchecked and irresponsible development in the Town of Brunswick. The Town has leaned heavily into suburban sprawl, and it's no surprise we have the transportation issues associated with sprawl. And for what? We've lost our rural character. People who grew up here hate it. And down the road (especially if we keep building more of them), the cost of maintaining infrastructure will exceed tax revenue (like most suburbs). Has road widening ever worked in the long run? It will induce demand and we'll be in the same place in a few years. Lastly, and perhaps most importantly, the area between Rt 2 and Rt 7 this "study" highlights has lacking connections provides an important connection for wildlife. The last time I remember Brunswick was in the news for something good or noteworthy it was a sighting of a family of bobcats. In the mess of Brunswick's irresponsible sprawl, this area has somehow been left somewhat intact. The idea of destroying it for people to big box stores more quickly is sickening. If you want to improve connectivity, look to CRTC's regional trail plan and build the connection to Troy.
Street Trees and sidewalks in places that don't have. Get rid of parking minimums if they have it in Brunswick so new developments arent required to have a sea of traffic and eat up farmland like that new Hannaford.
Remove the traffic lights. Add four roundabouts. Starting at south lake and extend to Grange rd. Rt 4 has zero traffic at the round about. All congestion on Rt four is at a traffic light. Traffic lights are primitive and do not serve congestion well.
I would love to see all of these things happen, but we probably will need more connecting streets.
What will best stop the bottleneck east of the Lake Avenues ? I believe that DOT needs to address everything from the bottom of Hoosick Street /Alt 7 to the East of Rt 142 Grange Road . The two belong together and should be redesigned together . The concept of adding additional roads will impact existing neighborhoods in Brunswick . Why would you want to push the problems toward RT 2 ??? As it is now Rt 2 has seen increased truck traffic and general vehicle traffic . The state police do not patrol enough as it is on Rt 2 and this will become worse w more trucks and cars . Isn't there anyway a bypass can be built from Oakwood Ave up to Rt 142 w/o implications to homes and properties ?

Getting the City of Troy, Town of Brunswick and Rensselaer County to work together to alleviate speeding, reckless driving and heavy truck traffic through connecting neighborhood roads. Traffic enforcement is non-existent on connecting roads, ie: South and North Lake Avenues are very dangerous for pedestrians and residents due to lack of sidewalks. Regular users of these roads are very aware that there is no enforcement of speeding and traffic control devices and take advantage of this on every level.
The more businesses you put in the more traffic and problems are created . It's a basic concept. How about just cleaning up the buildings and properties that are already developed and vacant. Keep the traffic down to the lower part of Hoosick. And you already have bus stops
Stop the building and development!!! You have ruined our rural community, taken away farmland and ruined the rural life of Brunswick.
Congestion west of North Lake would be appreciated. This would improve life for both Troy AND Brunswick residents.
I think roadway widening in certain spots, in conjunction with a reversible lane makes more sense than a permanent east/west bound. In addition, while not the town of Brunswick, I feel like coordination with Troy to make the on-ramp at the end of Hoosick a roundabout or with a dedicated on ramp west bound could help somehow. Also, I read the full study and I was surprised that there weren't any comparative studies mentioned. Surely we're not the first to face a problem like this.
The westbound traffic is just as bad as the eastbound traffic from Walmart to Lake Ave. I would like to see four travel lanes in this area.
Imminent Domain to widen Hoosick to four lanes
No more retail/ commercial development on Hoosick--the new approvals for Chick-fil-A, etc. are only going to make it worse.
Make the east bound lane at South Lake true right turn only and get rid of the short merge lane after the intersection. This is the most frustrating intersection on all of Hoosick Street.
Stop new building on Hoosick
Building Moratorium on all commercial construction in anything not zoned Hamlet or A-40. Thanks for using all the other ideas from my campaign ;)
Restrictions on the hours of operation that local trucking companies are allowed to use public roads. Namely: FANE, R.J. Valentine, and logging trucks I'd like to see them limited to around something like 8am-3pm. No more large gravel and logging trucks on Brunswick roads all day and all night!!!
NYS DOT must consider impacts on the entire Route 7 corridor from Alternate Route 7 to the Vermont Connector. It is routinely congested and backed up, often times causing safety challenges and incidents. NYS DOT needs to implement a comprehensive review and not just move the burden and safety challenges to other communities.
One of the most important things about Troy is its walkability. That shouldn't just be a downtown concept. Widening lanes leads to the concept of Stroads- roads that are too wide and dangerous for peds to cross. Walking to destinations along the top of the hill should be easy for folks who live in sycaway.

Stop allowing new builds fir large businesses. This feels like the tail chasing the dog here- there is no traffic safety alteration that can mitigate the increase in traffic that a chic filet on hoosick will bring. There are enough businesses on this corridor-at some point the amount of traffic on the road will deter people from visiting these businesses and then they will start to go out. Smart development means saying no sometimes, not saying yes to everything and then trying to catch up with a few roundabouts.
I also liked the idea of the traffic lights as an efficient intervention. New road connections sounded good as well.
More focus on pedestrian/cycle safety. I am concerned that adding an extra lane and certain style roundabouts will only diminish safety for those not in a vehicle.
More crossing lights and longer time frames for walkers to get across the street safe on hoosick
Limited access highway with ramps.
Another form of public transportation besides bus
For areas of road improvement not immediately on Hoosick, chicanes or median diverters would work better to both slow traffic and also normalize its flow. For Hoosick avenue itself, speed tables seem worth investigating. Though more expensive than traditional speed humps, they would be safer for the older vehicles many Troy drivers have, and can work in unison with crosswalks on Hoosick.
PUSH BUSINESSES ALONG ROUTE 7 IN CENTER BRUNSWICK
A bypass
Stop adding additional traffic congestion-causing businesses like Chick-Fil-A and Chipotle!
Please do not increase capacity on Hoosick by adding lanes. Hoosick already suffers from being a stroad that attempts to allow through traffic and local traffic at the same time. Increasing lanes will only increase demand leading to increased traffic, noise, pollution, and safety hazards. Please do everything you can to encourage traffic to take alternate routes and improve the flow without inviting additional cars.
More connections east to west
Widening the roads. New stores and businesses should not have been added without a solution. Traffic is horrible.
Being a pedestrian in Troy is difficult! Appreciate the considerations for sidewalks and buses.
Maximize bypass connections between Route 2 and Route 7, in order to permit alternative pathing for travelers who are otherwise forced to use Hoosick to get to their destinations as-is.
Dedicated bus lanes for proper bus rapid transit, and dedicated bike lanes. Roundabouts and traffic-calming would help keep traffic moving.
Appreciate the hard work and focus put into this. Worried that there are no concepts that directly address the bottleneck at Lake and Hoosick.
With lane widing through out not an opition these seem to be the be the best concepts
Stop development on Hoosick St
Don’t build a chick-Fil-A on route 7. All of your efforts will be for nothing if that happens.

I would be interested in looking at some of the suggestions made during the 2000 DOT study, as well as the concepts and goals from the 2013 Comprehensive Plan, and why they were not implemented. I think it would also be useful to consider what could be implemented from those prior documents, in addition to the consideration of the possible solutions in the current study. The two rotaries, paired with improvements made to the bus turnouts and expansion of the roadway near Roosevelt Avenue and the additional roads and sidewalk access suggested would make significant headway towards better, safer, more accessible streets for our drivers and pedestrians. One of the concepts from the 2000 study included creating collector roads that would run behind a number of the businesses, to create access points to businesses and neighborhoods at designated intersections rather than at the high number of direct access driveways onto Hoosick. This would have included cutting off access to some of these roads from Hoosick, creating dead ends and cul-de-sacs. I think these ideas should be re-examined to determine if any of them are feasible today. In the 2000 study it was also noted that the scope of the project NYSDOT included a barrier to prevent left turns, as well as a reduction of speed in the eastern area of the study, from 45 to 35. It does not appear NYSDOT followed through on either of those scope items, and I think these could be revisited as well. It would be interesting to see the modeling of the effect of forcing left hand turns to be made at controlled intersections. This barrier could also prevent some of the driver behaviors that have been increasing as traffic and wait time increases, by removing the option for people to use the turning lane as a travel lane. If the modeling of these changes showed benefit, the Town would also be able to look into landscaping options, possibly similar to what was shown in the proposal created for the City of Troy in 2004, adding native trees and shrubs to beautify and create a unique "Town of Brunswick" community feel to the roadway, and incorporate those design plans into future changes as well. Those aesthetic/environmental changes fall more into the site design requirements and plan for the Town as a whole, but the projects that will hopefully begin based off the information in this study could be a good springboard for these additional concepts to work off of.
Pedestrian bridges
Stop approving businesses at the top of Hoosick that attract additional traffic.
I find most of these ideas very shortsighted. All of them are about increasing road capacity. None of them address the key issue - too many vehicles! It needs to better consider alternative transit technologies. Everything from dedicated pedestrian, bike and scooter corridors away from traffic, to electrified and public transit, to ride share. Think outside the box! Induced demand needs to be better considered. Driver speeds need to be slowed and the corridor needs to be rezoned. Instead of adding size and capacity to existing pedestrian thoroughfares, build new ones away from vehicle traffic to improve safety and to reclaim surface area
Please fix the fucking stoplights. Driving into Troy in the evenings is absolutely miserable, and the stop and go traffic due to the traffic lights is the primary contributing factor. Please also add another eastbound lane from the Valero to the Walmart to prevent gridlocked backups piling up all the way to the bridge. Everyone hates roundabouts, but if they keep traffic moving they would be an improvement. Please also add barriers to keep drivers safe when turning. I live along the road and I hear car crashes at least weekly due to people getting hit while making poorly-timed turns, or getting stuck in the middle of intersections at the bottom of Hoosick.
A roundabout at Hoosick St and Lake Ave.

Substitute Eastbound general lane addition with a bus lane addition.
Shift both westbound lanes to enter the bridge and make the lane to 6th effectively a turn lane. Need two lanes between Lake and Walmart Eastbound
Eminent domain classification of residential buildings on Hoosick in congested area.
For the love of God, please no roundabouts! 2 lanes east and more road/alternate connections from rt2 and North lake, also need some calming on North Lake and South Lake! Thank you!
Some kind of bypass for through traffic heading to and from Vermont would likely be beneficial- there are very few major routes through the area heading that way, and large trucks, trailers and other oversize vehicles must frequently use Hoosick in addition to local traffic. Giving through traffic an alternative would likely ease congestion for local and retail traffic.
Development will not be stopped regardless of comments on this survey. Chic-fil-A & similar high traffic businesses should be allowed ONLY in areas with means to get vehicles immediately off Hoosick St - for example next to Hannaford (with store entrance off Lord Ave not Hoosick) or Aldis to allow cars to line up around buildings without backing up onto Hoosick.
Round about in front of Walgreens
Closing off cooledge Ave exit and entrance to hoosick street. People drive extremely fast through the neighborhood to cut through. It makes it hard to walk with kids and dogs due to no side walks in the neighborhood.
I feel like the traffic starts bottling up near the Walgreens and Valero. That is where the problem starts
If possible the previously explored connecting roads should be considered again.
Was a roundabout at Market 32 considered? This light appears to be the source of most of the congestion. Also, please use neighborhood calming methods on McChesney Ave. This roadway is being used as a shortcut for motorists avoiding Hoosick St. Midas and Rensselaer Honda also test drive vehicles over this road and Walmart and Tractor Supply often have trucks too large for this roadway on this tiny, narrow, residential roadway. There is no police presence. Most of the homes are very close to the road. Driver behavior on this road is extremely dangerous. Please take this into consideration and only provide solutions which will make it safer on this road. Thank you for your consideration and attention!
Is it possible to not have the travelers gps units sending them into the neighborhoods?

There is no "silver-bullet" solution to the traffic congestion problems on Hoosick Street/Hoosick Road, but consideration of the concepts enumerated in this Public Input Survey are a start, and implementation should not be limited to only three concepts. A broad consideration of many of these concepts, based on traffic engineers' experience and expertise (not simply public preference based on this survey) should be evaluated each in conjunction/relation to the other concepts as part of a planning process prior to implementation. Consideration should also be given to studying routes north and south of the studied Hoosick Corridor in an effort to broaden the possible concepts and to encompass the prospect of future commercial growth. The "concepts" enumerated in this survey would seem to be unnecessarily narrow. Implementation might well result in unintended consequences, especially north and south of the Hoosick Corridor in question. It is disappointing that (1) public communication and dissemination regarding the study has not been more frequent and robust, and (2) environmental concerns such as pollution from traffic delays seem to be left out of the study.
Yeah stop building shit.
Stop the development, especially of fast food places. I am against the building of Chick-Fil-A, and the like. We do not want over development that resembles chaotic, ugly Wolf Road. Reduce the speed in the area of Walmart, Burger King, Dunkin, Price Chopper.
Why isn't the intersection of Lake Ave and Hoosick street included? That intersection is terrible! it needs a roundabout.
Stop putting new businesses on hoosick! Expand outward, or down to the stores by RPI off hoosick st, past the police department.
I feel like these concepts address a lot of East bound traffic but I have noticed more and more West bound back-ups. While the roundabouts do help in both directions, will they relieve the West bound back-ups through out the day and especially on weekends. Thank you for providing this video.
Something needs to be done about the bottle neck at Mr sub /Valero. Also the turn lane into Walmart needs to be better marked. It looks like it's two lanes, but one turns into a turn only at the top of the hill. Many people use this lane to speed past others and cut them off at the last minute. Its unclear if it's intentional or if it's because they couldn't tell that lane is a turn lane.
Traffic merging between the Walmart all the way down to the Walgreens gets a bit sticky.
Frontage roads connecting businesses with lights for turning.
Take back property along Hoosick and do it the right way
Earlier notice of lane ending at Lake and Hoosick bottle neck. People racing to squeeze at last minute always create congestion. Sign is located exactly where lane is about to end.
Blocking side roads at north/south lake and Hoosick. If not creating a second lane eliminate the merge of traffic just beyond north/south lake and Hoosick intersection by making the far lane for turning only. Add traffic camera and increased police presence.
2 lanes both directions. Needs to happen
Yes, stop approving construction and development for all of the businesses that provide little benefit to the community. Stop the growth until there is a plan to manage the existing problems, instead of pouring fuel on the fire. Enough!

Regardless of what concepts are implemented, continuing to put additional businesses is only going to counter act any traffic flow improvement. I know this study includes the proposed chic filet, but that would be disastrous. The chic filet in north greenbush is constantly packed and given current traffic issues, I don’t think much will help with these additional businesses.
Light timing on hoosick hill. This is where the biggest backups would occur after a roundabout at lord ave.
Stop building new businesses right on the road! There are numerous vacant spaces between each of the 3 existing plazas. I don't see why we aren't putting new businesses in those spaces instead of building more buildings directly on hoosick. Also, we do not need or want another fast food place! ESPECIALLY NOT CHIC-FIL-A.
No additional construction or business growth on the Hoosick Road until any it all of these concepts are completed.
An elevated roadway from Burnett to Price Chopper Plaza on Hoosic. Express traffic up stairs. All Trrough traffic Trucks Upstairs. Local and deliveries use under the elevated highway, of course. This will not cause unnecessary widening and minimize property confiscations. The only way I see it getting better. An entirely additional Express and Truck roadway elevated in both directions .
Stop creating new low-density sprawl! This problem is entirely the result of so much low-density commercial development and could have been mitigated by better zoning and planning.
I like the more access and egress points off Hoosick to connecting roads. Also go from Aldi's to Walmart without having to get back on Hoosick.
Maybe a bypass for those traveling through to up past Grange Rd
Reduce speed limits.
Alter development pattern to encourage dense growth to both allow economic development and reduce car trips.
Building moratorium on commercial construction on Hoosick until traffic issue resolved.
Please don’t allow a Chik-Fil-A on Hoosick to make traffic even worse
Slowdown the development. We are maxed out on this corridor. The traffic impact on our “suburban” neighborhoods is terrible.

Reduce the speed limit beginning at the Grange Road Intersection through the Lakes intersections. If a traffic circle was placed at the Grange Road Intersec. without reducing speed, this would pose a great risk to children/pedestrians who utilize the intersection (while walking, biking) to cross over Hoosick Rd to use the Community Center as well as Stewart's and the Church. In addition, understanding the Eastbound traffic congestion, the Westbound traffic congestion (especially on weekends) is just as obnoxious and must be considered in this study as well. Placing a round-a-bout at the Lord Avenue intersection will definitely improve the flow but this would absolutely have to be in addition to updating the traffic lights. The intersections of North and South Lakes where traffic must merge into one lane going Eastbound is a major issue that was not in this survey. The intersection is quite dangerous and beyond a bottleneck. Driver's are consistently blocking the intersection at the light heading East (by Mr. Subb, Walgreen's) which is cause for road rage, blocking the road in all directions for emergency vehicles, etc. all to avoid sitting through another red light. The ever so short merging lane that was moved from just below this intersection to the Mr. Subb area is the starting point/initial cause for traffic jams heading East. This is one of the top causes for concern nightly in my opinion. Thank you. *Grange Road Homeowner.
North/South Lake Intersection is a bottleneck. Roundabout there would improve traffic flow.
the new road connections would also give greater alternative transport (eg bike) access
I have noticed people using the center turn lane as a travel lane. I have also noticed people blocking intersections preventing Turing on and off Hoosick. Perhaps the use of traffic cameras for ticketing could reduce both of these issues.
Road that connects behind the retail stores? Or from Cumberland’s to suburb?
I believe that there needs to be a significant increase in traffic law enforcement regardless of the improvements implemented in the physical plan! Reckless driving by impatient motorists who have no fear of being held accountable is out of control, and will continue as such even after physical improvements.
Troy could be a very walkable and bikeable city with the right infrastructure in place. Please remember that foot and cycle traffic is as important as car traffic! And, by improving the infrastructure for pedestrians and cyclists, people will feel more welcomed and empowered to walk and cycle, and will drive less often, which reduces traffic (the goal!). Make good choices!
The traffic light at hannaford is a major issue in my opinion.
No more retail or food stores.
Build a Vermont bypass route
The amount of land that has been zoned as commercial, completely eliminating the residential properties that once populated Hoosick is dramatically and negatively impacting the volume of traffic. As more formerly residential properties are leveled for commercial use, traffic will only increase.
One has to pay tolls to use Hoosick Street, east of Lake View.
I don't know why we need sidewalks on both sides of Hoosick. If the sidewalks were taken out of one side it would be easier to widen the road.
Please consider the smaller side streets getting connected as well, such as Hillcrest Ave. We have no way to get out other than Hoosick Street and if the lanes are widened it will make it even more difficult. There are paper streets that could be developed to connect us to the Coolidge Ave neighborhood and offer us another way out.

No
stop adding large businesses that create more traffic!
halting commercial development that is not within existing buildings footprint in corridor
S Lake already has an increase in traffic, with school 18 functioning again. Driving traffic into this quiet neighborhood will cause yet, another safety concern. We have a blind man that walks with his dog, on S Lake, there are tons of small children that ride bikes and plenty of walkers, runners and bicyclists who will no longer have a sense of safety, if indeed, S Lake is used as a "passthrough", with added vehicle traffic. Brunswick is not a walkable community. No family actually WANTS to walk on Hoosick Rd. There should be greater focus on preserving our limited green space near the Sycaway neighborhoods, utilizing what we have and bypassing the corporate tax dollars and halting further building.
Nope
Limiting added new developments.
Stop adding businesses to an already busy section.
Stop building shit.
Why hasn't anyone mentioned a left turn arrow at Walmart when heading west on Hoosick Road???????????
If two eastbound lanes are made, one should be local, and one express, with limited entrances and exits. This could solve for the commingling of traffic
Stop putting more businesses on route 7 for the love of god we don't need anymore fast food places
Please consider the impact of all of the plastic and runoff from route 7 into the tomnahock reservoir. The increased traffic cannot be good for our water. It's outside the scope of this survey but should be considered.
Fix the zoning and get rid of all the curb cuts!!
Regulate the traffic lights better . The fact that people go from 2 lanes to one after South lake Ave. is a MAJOR tie up.
Circles and added lanes. Concepts are good. But only Focus on eastbound. The west bound lane travel is becoming as bad or worse than east bound
Eminent domain and opening 4 lanes from McChesney to Troy N/S lake to maintain the current 4 lane flow in both directions.
More warning of merging lanes at Hoosick and Lake Avenues, and McChesney and Hoosick Street. Out of state traffic not familiar with the traffic flow causes confusion, and aggressive merging.
Moratorium on further commercial development until all available parcels are reused or redesigned.
More roundabouts and moratorium on commercial development in the corridor
Stop fast food restaurants….
Restricting oversize loads during. Of high congestion.
More signage coming up Hoosick St by Lake so that people know the lane ends. Lights syncing up to keep traffic flowing lower on Hoosick St.
Get rid of all traffic lights. Right from north lake ave straight through rt 278. No need for them. Traffic would flow just fine without them.

Do something about the merge at the intersection of Lake and Hoosick. That seems to be a major issue and bottleneck. Nobody wants to take turns and it is frustrating. Additionally, make it easier for people who live further east (Grafton, Petersburgh) or who want to get to Route 7 or 22 to cut over to Rt 2. Maybe some sort of elevated roadway that allows a “bypass” of the congested area with the ground level roads giving access to the retail areas.
NO ROUND ABOUTS HOOSICK ST IS ALRSDY BAD ROUND ABOUTS WILL MAKE IT WORSE ESPECIALLY IF THERES 3or4!!
Stop putting more businesses on an already over saturated retail grid. This is brunswick not central ave Albany
Question 1 is misleading with someone’s personal opinion attached regarding two lanes in both directions. Two lanes are needed given the amount of traffic and increased businesses! Also, please adjust the light timing by aldis/hannaford as this causes major backups!
Should be 2 lanes each direction past route 278
Not at this time
Stop allowing additional new business growth!
Stop putting so many chain businesses on Hoosick.
Limit new business, housing development
Find another route for drivers just going thru even though it might take a bit longer
Not roundabouts
a physically separated bike/pedestrian lane on rt 7 would encourage more of this usage. Your survey showed limited pedestrian and bike usage, but that may be a reflection of the hostile conditions to these modes of transportation. Perhaps such a path/corridor could run behind (to the South) of much of the commercial development, but parallel to Rt. 7.
Not that I can think of.
50 years ago Hoosick street was a farm to market road. barely paved. I live off Hoosick st, and wonder how many more businesses will be added? The lack of support for water and sewer are at their limits. Big improvement would be close the grade school, move it. Reroute school buses off high traffic roads for pick up.Sinking taxpayer money into common sense solutions.
The area by North Lake and South Lake heading east!! The 2 lanes to one lane !!! Horrible there
Do something about the road merging at Mr. Subb. this is the most ridiculous merge. I have had so many near accidents at this location. Very Frustrating.
An elevated through-traffic roadway, or an arterial from rts 4 and 66 to Brick Church road and Rt. 7. The biggest problem for eastern Rensselaer County commuters like myself is that there is no viabe alternate route to avoid this section of road. I'm sure leaf peepers and skiers would like to avoid it as well.
I needed a better overall map that more easily displayed the Hoosick St road from lake to Walmart. You know the names of intersecting streets but I know them by sight not name. Visuals Not clear
It is very important that something is done to stop the increased approval of businesses on Hoosick like the Chick Fillet which is harming a side of Hoosick that is predominantly residential and probably will make turning onto Hoosick from McChesney Road close to impossibly and surely will take an incredible amount of time.

Stop allowing so many business to be concentrated in one small area ie: Hannaford, KFC, Aldi, Aroma Joe's, Cumberland farms, Wendy's, Planet Fitness, Hoffmans car wash, etc. Also do not need grocery stores so close together. Very poor planning.
4 lanes. Traffic cameras. No center turning lane so A*$H@!#& can't speed up the lane.
Sidewalks and bicycle lanes would be helpful in our neighborhoods on the north and south sides of Hoosick street because drivers speed through our neighborhoods to avoid Hoosick Street and make it unsafe to walk or ride a bicycle in our own home neighborhoods. Speed humps would be helpful to reduce speeds but speed signs don't help because these people don't obey the speed limits and are aggressive often to the people living here.
Service road(s) to connect businesses as is done elswhere. Please add appropriate signage, eastbound, at Lake ave and hoosick to alert drivers of the ending of the right lane
Moratorium on all building until the traffic issues are resolved.
The timing of the lights between Burdett to the bridge is atrocious and extremely dangerous, especially westbound. They cause people to constantly run red lights, block intersections, and it's scary to cross as a pedestrian. There's been numerous fatal accidents here. I think this would be a higher priority than Grange Rd.
Realizing any Impact on westbound travel during peak days/seasons.
Extend business zone above 142 to spread out traffic and STOP building below 142.
The commercial development is a fucking disaster.
No more business in congested areas. Develope further east, traffic flows better after the McChesney light going east and after the light on Lord going West.
If it has not already been implemented, rules/laws need to be created/amended so new homes/businesses are built much farther back from Hoosick Road - that was there's a chance someday we can widen the road enough to really fix the traffic problem, because it's only going to get worse.
Better Public transit to retail areas so many people don't have to rely on cars that would congestion the area further. Make pedestrians the #1 safety
More public transportation, bike, and pedestrian access is needed, including a segregated bus or bike lane for safety/flow. The first concept is unclear because the image suggests all that was added is a wider sidewalk on one side, as opposed to an extra lane.
No new retail! The traffic problem is a problem created by the Town Council. I'm concerned that it will only get worse if they do not control this desperate, almost panicked retail growth!
The massive intersection at the base of hoosick and Oakwood ave. Could benefit greatly from a very large roundabout. The lefthand blindside when turning right onto hoosick westbound from Oakwood ave is incredibly dangerous. The no turn on red at this location backs morning commute traffic all the way up oakwood past frear park at times. The historic building on this blindside corner will have to remain a visual impediment, but the merging location of the roundabout can be a few yards further south in a redesigned intersection. Creating a safer environment. PLEASE!
Hoosick/Lake ave intersection needs to be reevaluated
Additional roundabouts at price chopper entrance and Walmart entrance may help improve the slowdown of traffic in the hoosick corridor.
I think the round about at Grange Road needs to be moved up on the timeline if it's doable
Two added lanes one each wY

No more businesses allowed on the mentioned Hoosick Road Corridor!!!
Heading two lanes of traffic eastbound from Northlake Avenue to the east entrance of Machesney Avenue is the only way you're gonna eliminate congestion
Bicycle/walking path connections from Hoosick to Lake would potentially reduce traffic by encouraging people to use alternatives to cars.
Abolishing capitalism
It is terrible that you go from 2 lanes to 1 lane back to 2 lanes. The traffic is ridiculous.
Due to non local traffic I still feel very stongly that a by pass should be constructed reverting back to the access that was built in the 60s from empire state plaza ramp eastbound to create a bypass out to Brunswick. Roundabouts on RT7 will not accommodate large trucks and will only cause more congestion.
All of the suggested improvements seem to address the issues on Hoosick St/Rd. Great job!
Build a dedicated highway and make hoosick a residential street. Do not keep adding corporate chains to an area that needs more community support and has plenty of space for local retail.
Build a new dedicated highway, and make Hoosick a residential street.
A roundabout at lake and hoosick
Access management is crucial to this area. Roundabouts per-se are not a problem, when implemented correctly. Roundabouts in the United States all too often fail to meet the safety and transportation needs of vulnerable users. From the proposed design, I can't tell whether these design principles have been taken into account. I remain unconvinced that this is the case after examining Creighton Manning's public project portfolio. Here is an excellent resource to cross-reference their designs against. Please examine sections 4.6 and 5.1.4 in particular: https://nmfv.dk/wp-content/uploads/2012/06/RDC_Netherlands.pdf
My original and only thoughts lie in funneling the eastbound traffic from 25th street east into ONE lane before school 18 to alert that eastbound traffic that the road is going to narrow. Therefore by the time that traffic reaches North and South Lake there is no cramming lanes together by the time it reaches Valero gas. In addition a small roundabout at North and South Lake would be easier to manage since all traffic would become one lane past School 18. Currently it is almost impossible to cross Hoosick street from North to South Lake since most of the time there are two lanes going east that try to beat the light or are out of towners who are unaware of the jamming down of cars trying to form one lane at the worst point on Hoosick street. Please consider this proposal as I've lived in that area since 1967 and remember a time of being able to park on either side of Hoosick street straight down to the river.
We don't need Chick Fil A, there are already enough eateries to choose from now.
Stop building more lanes and invest in mass transit, thanks
Please place a moratorium on fast food restaurant development along this corridor.
Not traffic related, but STOP building on and around Hoosick Road
Be environmentally conscious when implementing improvements
I have concerns about the road being widened to 2 lanes east bound for fear of people driving to fast and having more pedestrian accidents on hoosick. A better merge at the fire house would help.
Somehow stop people from blocking the intersection from n lake ave onto Hoosick st or south lake Ave onto hoosick

Yes, a moratorium on any more Building on Hoosick Street. Definitely need a do not block side Road sign at McChesney Ave and Hoosick. People block you from getting out of McChesney Ave. The light doesn't stay green for McChesney Ave long enough. McChesney Ave will definitely benefit from a speed sigh. It has been horrible with traffic and speeding with people cutting through this street. In my 25 years here, I have never seen radar on this street. It needs to happen.
I think pedestrian/biking paths and bus stops should be the ultimate priorities as reducing the number of cars on the road is the best way to reduce congestion, and offer reliable, safe, and accessible alternatives is the best way to encourage commuters to make that switch.
Remove an east bound travel lane and replace with bike/bus lane. Curb protected bike lane. Leading pedestrian signals.
We should consider not selling our beautiful rural land to these terrible, inconsiderate and NOT local mega chains. Hoosick Road is a nightmare for no reason, to have three grocery stores in one little area? To increase traffic for folks who have lived here (happily without a Hannaford or KFC, mind you) has been detrimental to our neighborhood. I am so disappointed that not a single person from Brunswick had the idea to preserve the quietness and quality of life for its residents. This development hasn't helped a single local; just added more low-pay, low-respect jobs at the hands of global companies while more and more folks resent the decisions made about our neighborhoods. The concept that cars and enticing consumers to drive through our home to buy crap they don't need is absolutely ruining our community. And y'all will ignore all this and put some speed humps in as if that helps people. We don't want speed humps, we just don't want cars to be constantly driving through our homes. Unless folks are paying a toll to use this road and it goes DIRECTLY to the neighbors, no cheap highway study is going to rectify the pollution, noise, disrespect and danger that accompanies what has become of Hoosick Avenue.
Stop allowing more businesses from developing...this is not Wolf Road
More attention please to the neighborhoods that suffer from the cut-through traffic. I would love to see more about the by-pass and making the neighborhood roads safer and not a super-highway. Love the idea of traffic lights responding to real time traffic and the bus lanes. Would very much love to see the CDTA bus stop go back to Price Chopper. It is an awkward stop there on Hoosick and Roosevelt and is an eye sore with all of the junk and carts left out there. That intersection is way to busy to have a bus stopping and clogging up the traffic even more.
Why can’t you remove a sidewalk on the way bound way of Hoosick to allow for the second lane? There is a sidewalk on the other side - this will, in my opinion allow 2 dedicated lanes traveling eastbound from N Lake through.
Intersection at Lake: Rightmost eastbound Hoosick lane becomes turn only before intersection, rightmost lane after intersection is removed. Congestion at intersection is currently so bad because rightmost lane after intersection ends almost immediately, forcing all those cars to merge. If they had to merge before the intersection traffic would move smoother
Widening the road to 4 lanes should be done regardless of cost.
Grange road round about would once again bring issues to the UM Church

A bypass road, going up Hoosick Rd turn left onto S.Lake, make a road that can bypass the entire corridor and have it come out by Agway somewhere. Would cut the traffic by 2/3.
Placing a round a bout at the Walgreens Intersection, hannaford intersection and grange road to mimic the size and capabilities like the exit 12 Malta ones as well as the ones in high traffic areas in East greenbush. This omits half the lights. Between south lake rd and grange rd. If we added the automated traffic light controls to the remaining intersections I think it would stop most of the bottlenecks in our area.
I've grown up in Brunswick, & still reside here, there needs to be something put in place for the top of Hoosick st/N/S Lake, & the 1/2 a merge lane before the fire house. Possibly signs in the meantime to use the zipper method of merging before the lane ends. There was a study done at least over 25 years ago, that 70k vehicles passed over Rte. 7/Hoosick St corridor per day. I'd be interested to know how many vehicles travel the road. Until something is done with the traffic, Brunswick will continue to lose lifelong residents, who pay very good taxes to have a small town community. Phil Herrington needs to stop pushing for more businesses, until this is rectified, it's not Wolf Road, or Clifton Park, & never will be, the infrastructure of our town doesn't warrant additional traffic. Also, not sure how tractor trailers will be able to use the corridor if round-a-bouts are implemented. The contruction to the road, will be even more of a nightmare.
Re or reduced zoning of comercial and residential areas around Hoosick Rd, at least until something can be done to increase the capacity of the road.
Research shows that providing additional lanes of traffic does not reduce congestion. See: https://www.wired.com/2014/06/wuwt-traffic-induced-demand/
Shouldn't you have figured out the traffic problems before allowing all the development?
Round about at lake ave and Hoosick. That's where you have the start of the congestion and bottle up ! Lord ave , definitely, price chopper… definitely a round about.
Stop building
I can't emphasize enough how frustrating it is living in the neighborhood of school 18, which is used as a cut through. People barely slow down for the stop signs. The traffic issue would almost entirely be resolved by having an additional eastbound lane. Please do something more than just propositions.
build a major road around downtown Troy and Sycaway to ease traffic heading to Vermont and eastbound
A bypass for east/west bound traffic to avoid the busy business section of Hoosick Rd altogether.
This study seems slanted to a specific result. It usually takes 15 minutes to drive 1 mile. Traffic congestion is impacting residents of Troy as well. Until existing issues are remedied, the Town should halt further development. The new lanes at Roosevelt are obviously aimed at supporting the Chick Fil A project.
Use existing empty buildings in existing "plazas" instead if new construction. Easier access to rt 2 with a thru road before eagle mills to get to existing apartments and housing developments on McChesney Avenue

Tunneling from Alt. Rt. 7 to McChesny for commercial and destination travelers. Construct a high speed rail connecting all major commercial and population centers. Include magnetic trolleys for local motion. Thst would probably be equivalent in cost to arm a Ukrainian Battalion in Donbas for a few months. Demand our taxes be allocated to benefit those who pay them.
Stop building on Hoosick Road!!!!!!!!!!
Push the eastbound traffic to Vermont up route 40 to 142 and declare route a “scenic hoosick bypass”
LAND USE CONTROL. STOP APPROVING MORE DEVELOPMENT
Have you considered a round about on S. Lake, at the light by Walgreens and Mr. Subb?
The merge at South Lake is rough, but I think more connections in the neighborhoods will help. I live on Tibbits, for example, and would take Concept 7 road #1 to get to CAPCOM or Ace Hardware. Even though I drive a car, public transportation is important to me and broadening the safety and access to pt should be prioritized. And. Please, for the love of god, no Chic Fil A
The COMMUTER traffic from Hoosick Falls delay just gets worse and worse every year. Hoosick road is killing development in northern Rensselaer county. VT tourist traffic volume shuts down this road at peak times. Every new traffic light or business hurts travel. Cost too high? Not for Clifton Park..
More buses generally, to reduce the need for everyone to drive to WalMart etc.
A bypass from the bottom of Hoosick st out to Center Brunswick
Adaptive street lights are good but when motorists block intersections/side streets (like they all do on the hoosick road corridor) this causes the sensors to stop working and the lights won’t change at all! In my opinion there’s too much busy clutter too close to the road. Pedestrians who are waiting to cross are hidden behind plaza signs, street lights, and other clutter- you CANNOT see them. The speed limit should not go up to 40 mph when you reach Ted’s Fish Fry!!! This is insanity!!!!! Strict enforcement of the proper use of turning lanes should be considered! Too many motorists using this lane as a ‘personal lane’ and speeding through traffic Speeding!!!! One last thing, I live on Roosevelt Ave, the thought of an Applebees going in with their DAILY happy hour and their 20 oz beers really makes me nervous! We don’t need a mediocre corporate chain gross food place going in. I don’t know anybody that will eat there!!! It sucks!
More roundabouts
A grocery store in Troy would help with traffic on Hoosick street.
Pause on new business development until traffic congestion concepts are implemented
Roundabout at North/South Lake
Literally any and all alternatives to driving altogether. The ONLY way to reduce traffic is with alternatives to car usage. We live here and locals/pedestrians should have top priority.
Stop encouraging/allowing businesses to develop the corridor from N/S Lake through to 142. The town allowed this development to occur, likely to grab all tgat sweet tax money, with no regard to quality of life for anyone living/using the corridor. It’s impossible to undo but maybe at the least we can stop it from getting worse.
Police enforcement of speed limits and traffic laws. STOP development on this section of Hoosick. If you are in a hole, STOP DIGGING!! Take a pause. Moratorium. NO Chick fila!

Have NYS build a By-Pass / new Route 7. Other communities throughout the Northeast have experienced similar situations which resulted in the creation of a new road by-passing the commercial district.
Remove the turning lane and make it so that you can have lanes going eastbound to Walmart, the doing the same come west bound to Walmart. Not to many people turning and if they do, the traffic will have to wait but there are more car's trying to just get through the area then the ones turning.
we should not add a chick fil a to an already congested road.
A raised bypass that follows Hoosick St. starting at the Collar City bridge and ends after Grange Rd. with ramps to go down to the "business district" on Hoosick St. for travelers. Kind of like I've seen down in the Big Apple. There's an opportunity to connect two neigborhoods between McChesney Ave. Extension and Rt. 2 just before it crosses the Postenkill River, on your way to Eagle Mills. That would help local commuters stay out of the way on Hoosick St. I would think and you wouldn't have to build a bridge. Thanks for listening.
Moratorium on development until issues are corrected
There is consideration for improved pedestrian safety along the road but no discussion about how the pedestrian safely crosses from one side of the road to the other. Proposing roundabouts adds to the ped safety issue....I have never met a ped-friendly roundabout.
Put a bypass in through all the farmland off lord ve
Reworking the light at the Walmart intersection.
The concept of not allowing additional businesses to build on the awful awful road making it more awful.
There needs to be 4 lanes regardless. The volume is well Above capacity both east and west bound.
I am not all that familiar with some of the streets named, I like the idea of roundabout's, Consider roundabouts in place of traffic lights, make another lane for traffic flow and I think one road your referring to comes where Walgreens is, that intersection needs improvement another roundabout and widening the eastbound lane.
Hoosick eastbound at Lake Ave becomes gridlocked because of the lane merge after the intersection. Make the right lane as you approach Lake Ave into a right-turn-only lane, forcing traffic to queue up single file in the left lane before reaching the intersection, avoiding the merge backup.
We should consider shifting retail and commercial centers away from Hoosick Rd. Downtown Troy stands to benefit greatly from a local supermarket or more options for food.
2nd level end to end.
Why isn't there a roundabout recommended for North and South Lake?
There is a huge increase of traffic on North Lake ave. This is a narrow road with no sidewalk and a town park. The traffic speeds thru using this road to avoid traffic on rt 7
Ridiculous that full 4 lane widening is not even an option - its not going to get any cheaper - so bite the bullet and make it happen, enough of this wasteful band-aiding
The priority should be the health and safety of pedestrians and to that end, traffic circles make pedestrians less safe. Widening the road is not a solution as it would make it less safe for pedestrians to cross.

McChesney Ave intersection is not mentioned but there is a medical-surgical building that will be built near the back exit of Price Chopper. This in combination with the ChikFilA will generate more traffic for the intersection. I think the bus route upgrades are great! I think the bus should go into the Hanaford Parking Lot as it does Price Chopper and Walmart. I think either adaptive or coordinated traffic lights Wil be a great improvement and defer to the experts for that decision. I'm not sure how much widening at Roosavelt would help unless it goes all the way to Lord Ave. I love the roundabouts!
Change the flow of traffic to coincide with time of day. Morning traffic and Sundays make additional lane for westbound traffic. Afternoon and Friday traffic make additional lane open for eastbound traffic. Major cities like Boston effectively to this with Jersey Barriers. Effective and inexpensive while reducing the amount of traffic lights needed. Too many poorly located lights are your biggest problem.
Stop adding businesses to the area. Build a Bypass somewhere.
East and west bound lanes added. Elimination of turning lanes.
Stop giving permits to more restaurants that will increase traffic. The area is flooded with restaurants and grocery stores. We don't need any more.
Charge a toll to non local traffic, it will help keep taxes down. More revenue would be generated by charge a toll to drive on Rt7, rt2, 146 and Tamarac rd. Increase police on these roadways. Stop putting in businesses. If I wanted to live in Latham, I'd move to Latham.
If there is not a roundabout put at grange rd, then please put part of the stop light lower on rt 7 at Stewart's shop to stop traffic from blocking sweetmilk creek rd. Thank you
FUCK YOU FOR OKAYING EVEN MORE BUSINESSES IN A NIGHTMARE CORRIDOR. WE DON'T NEED MORE HATE-BASED CHICKEN THAN WE ALREADY HAVE IN THIS AREA.
Have alternate route signs to the Hoosick St. Bridge; Like at the Firehouse take Route 142 to Oakwood Avenue to the bridge will stop a lot of this.
Do not allow any new commercial building. We have empty store fronts along Hoosick in the plaza, etc that should be filled. We are NOT Wolf Road.
Here's a concept, find somewhere else for these businesses you believe you need. Let other neighborhoods enjoy the logjam traffic. Forcing residents to go out of county to do their shopping.
Although it's probably not a consideration, but a bypass from the Hoosick Street bridge to Route 278 would be the best solution in my opinion.
The 142 Roundabout should absolutely be considered.
An elevated road above Hoosick for thru traffic
Fuck you Phillip!!!
Increased police presence along Hoosick (not just the abandoned dry cleaners parking lot at night) and aggressive ticketing of illegal driving maneuvers.
Make more back road connections from north and south lake.

Entering Hoosick from Harris Ave is a deathtrap when cars park along the sidewalk (outer parking lot) at Duncan's and block entire view of westbound traffic. Consider moving roadway in to prevent this, and create a turning lane for traffic to enter Duncan's from the eastern side of building. Also, consider remove turning lanes west of Price Chopper and add medians w/cut-outs for U-turns to reduce huge amounts of traffic speeding through the turning lanes. Or, do something to break up the turning lane to discourage motorists from using it as their express lane.
“Right-in, right out” coupled with roundabouts would drastically change improve safety. Left turns out of places like Hoffmans, Cumberland Farms and Advance Auto are very hazardous and put undue risk on pass-through vehicles
NOT HAVING ANYMORE COMMERCIAL BUSINESSES
Stop adding new businesses
Roundabouts will not work. drivers dont know how to use them correctly. No new businesses should be approved UNTIL Hoosick road is corrected. ALSO... there should be more law enforcement patrolling Hoosick Road especially during the hours of 1pm-7pm. Drivers use the turn lane as a travel lane. I have witnessed several close calls when drivers use the turn lane as a travel lane and there are cars using it as it was intended...a turn lane. Is it going to take someone getting killed before you correct the issues? Maybe you should look into making an expressway that would divert traffic from the bottom of Hoosick street to 278. Something needs to be done BEFORE ANY NEW BUSINESSES are approved!
Investigate new connection between 787 and Hoosick Rd at new circle at 142 or further east to remove through traffic to VT from Hoosick St and western part of Hoosick Rd altogether, letting that section handle mostly local traffic. However, that might require both state and federal support and funding.
Stop adding new things on Hoosick. If there is less new things there’s less demand…
Limit retail expansion. You can do all this but if you do not cap construction and expansion it will become a mute point!!!!!
A bypass for those of us who don’t want to stop on hoosick street and just want to go all the way up RT 7.
Restrict use of Route 7 by trucks with prefab homes to late night hours
Every time I drive to corder, I instantly conclude that roundabouts are clearly needed at probably more locations than you have even already identified, but any of this stuff has got to help a little bit because that quarter is a hot mess
I believe the largest problem is the bottleneck of traffic where Hoosick Street, Troy meets Hoosick Road, Brunswick. This area from North/South Lake through Coolidge Ave and Otsego Ave in my opinion is the worst section of travel. Turning off of Coolidge Ave near impossible and the blind spot is horrible. I'm surprised there aren't more accidents at this intersection.
I get it, nobody wants traffic increased near their own Brunswick homes. As a resident that lives near the town beach, I continue to see more and more bypass traffic. While I don't welcome it, I understand it. We definitely need more new road options to get to the meat of Hoosick without needing to travel the full length of Lake avenues.
A by pass. Enforce traffic laws. Stop the building until there is a plan that works.
Reduced flashing lights in residential neighborhoods. Speed humps on side streets, most notably North Lake Ave.

The things that cause the most traffic are 1) the poorly indicated merge to a single lane just past Lake Ave near the fire station, 2) the really poorly timed lights near the Hannaford/Aldi hellpit, and 3) the fact that frankly there seems to be absolutely no consideration that the road cannot sustain the level of traffic it already has, and so there should be an absolute halt to additional development along that corridor. Additional lanes will lead to more aggressive driving as people try to weave through the traffic patterns, and it will also make the corridor less safe for pedestrians and bicyclists. Honestly, that corridor has probably never been safer for biking and walking along because the cars can't get up to killin' speed. I think that the town of Brunswick can't have their cake and eat it too: the merge to a single lane occurs at the boundary between Troy and Brunswick, and that's where everything first gets throttled. If Brunswick considered it preferable for 7 to be a single lane starting at that point, why then is the town ceaselessly allowing grocery stores and fast food joints to be built along that stretch?? The issue exists because of the rampant overdevelopment in Brunswick that has completely disregarded the potential impacts to residents. How is it possible that all of this occurred without anyone questioning whether it was wrong to completely wreck the main traffic route between Vermont and the Capital Region? What gives Brunswick the right? All of these solutions are bandaids intended to patch up a much more major issue: Brunswick had decided that profits are more important than the quality of life that its citizens enjoy, and instead of addressing that greed head on, we're rationalizing developing the strip even more with wider lanes and traffic circles. It won't work, and it only sets up a future where the traffic continues to increase and we find ourselves back here in a few years considering a third lane. Take a step back, see the wider picture, and stop allowing development on Hoosick.
Eventually the potential for a Rt 7 bypass will become a reality as development and population will continue to move east. The best way to approach the inevitable should be proactively.
the survey is interesting Its very hard to make a decision on the best way to address the problems without more information/ traffic flow
Stop adding businesses to that section of the road. They don’t need to be all congested to one area. Also, a lot of issues stem from people blocking intersections for example by Walmart people go through intersections to beat the red light even if there isn’t room then this prevents people turning left out of Walmart from being able to leave so they in turn try and block the intersection so when the east/west bound light turn green no one can go anywhere
A new route from Collar City Bridge to Rt 278 that bypasses Hoosick Street altogether
Fewer business zones or permits, over head bridges for pedestrians
Stop allowing businesses with high demand to be built on Hoosick Street unless there is a sufficient setback and ample parking. Blocking uses like the proposed pizza restaurant at the site of Roxy cleaners is an example
Stop approving businesses we don't want or need. The way drivers fly down the median by Hannaford is insane and will be fatal one day. The traffic you supposedly planned for is atrocious and Hannaford has done nothing to add to the living experience in Brunswick. Lights are so bright. Traffic is awful. People cutting through neighborhoods has been insane and also dangerous.

Stop building and allowing new businesses. The out of state travelers are learning short cuts to avoid Hoosick now. We don't want them speeding through our neighborhood just to get to rte 40. Plank road is a primed example
Two lane elevated thruway beginning about 8th street ending about Rt 278 with exits leading to major points of interest.
A route 2 bypass or other bypass option for travelers who have no intention on stopping anywhere in the corridor
I would consider sacrificing the middle lane in order to make the road four lanes across, two eastbound and two westbound.
Widening the whole road!!
Roundabout at the intersection of Lake and Hoosick (by Mr. Subb).
a roundabout WILL significantly decrease safety and increase delays. The driver inconsideration of Hoosick St/Rd drivers is monumentally bad. They block the sidesteps and continue going 60 mph after light is red, especially at Lake. Cameras need to be installed and traffic cops need to be regularly stationed there. Behavior will get worse, not better using roundabouts!!! If a roundabout is planned, I will consider stronger protests. Human behavior needs to improve. Roundabouts will make things worse, not better.
It shouldve been widened to 5 lanes a decade ago!!! The only people i know who go near hoosick st are retired because they can go before 230 The cost of widening the road is nothing to the danger that street has for anyone in an emergency situation
Closing off some curb-cuts in the area of Lord Ave: restrict/reduce access to Cumberland Farms/AutoZone (eg: slip-road access to businesses from EB Hoosick, exit only at traffic light at Lord Ave). Box junction with enforcement at McChesney Ave and Roosevelt Ave intersections. Weekends have terrible gridlock leading to long queues on McChesney Ave.
Anything that avoids roundabouts or speed humps
STOP trying to build up ONE area in Brunswick. Work with other towns… Pittstown has MILES of dead space that travelers could utilize rather than building up the top of Hoosick which has always been a traffic issue. Spread things out. This is a rural area & it should not have to lose that in order to bring some businesses in.
someone need to gather the "real" numbers. cars versus trucks, where are trucks going VT?when are the tie ups the worst?how many cars go off road at each street(rd).
Expansion of sidewalk/bicycle lanes on McChesney Ave Extension as well continued sidewalk improvements along Hoosick Road is vital to our community. Safe walk ability makes accessing commercial & neighborhoods makes our area a nice place to live. Neighborhood calming is also essential. Our roads are narrow & without sidewalks. The increase in traffic & speed of autos traveling through to avoid the traffic on Hoosick Road has made walking & biking throughout our neighborhood dangerous & has taken away our ability to enjoy our neighborhood. Traffic control by any of the means suggested would be helpful. Also a targeted police traffic presence may go a long way to insure safer streets.
Do not add any more business to the corridor until you do additional traffic improvements where you can see definite improvements in traffic flow and safety.
Congestion tends to be the worst at the merge by North and South Lake Ave, plus by the traffic light at Lord Ave at Hannaford. It tends to be worst when people are coming home from work, around the 3:30-6:00 time period. Hoosick RD is the only main connection between Brunswick to major roads such as I 87, 787, and I-90. I think a bus turnout would also be effective for a spot to do school bus routes for the safety of children.

South side of Hoosick road, Mellon Ave, Coolidge and Prout were not mentioned in this report. There is substantial cut through traffic from Tibbits avoiding Hoosick road. Also, the ability to see Hoosick Road traffic coming from Mellon Ave to Hoosick due to wall was not in the proposal. Potentially cutting off any road access to Mellon Ave from/to Hoosick road not in the future as well
No
The information is unclear about exactly what concept would be used to address traffic flow at the Lake and Hoosick St connection. The two eastbound lanes?
Local traffic only signs, more stop signs within south sycaway (cooper/michael, cooper/sycaway).
Corner of North and South Lake and Hoosick Road. The state has to enforce "DO NOT BLOCK SIDE ROADS"! Put up signs and state troopers to enforce. It is very common to have the intersection block. This is a major safety issue - I have seen emergency not able to cross the road.
Stop further development until traffic issues have been addressed and corrected
Stop building useless fast food restaurants
No Left Turns...you must use a roundabout or go to the next intersection
Mellon avenue sees 150 cars/hour during prime time. Speed bumps here perhaps and on many connecting cut-thru roads to Hoosick St.
278,Tamarac, route 2 roundabout

Do you have any other comments on the Hoosick Road Concept Report?
Open-Ended Response
Not at the moment
Actually follow through on these improvements in a timely manner. Based on the first video, this project has already been delayed several months. Use logic over greed here to improve the quality of life for everyone using the road as well as the neighboring areas. Before allowing any additional large corporations from building on Hoosick, please implement drastic improvements. This situation will only continue to get worse.
It would be great if you could put double lanes on both sides of hoosick Street like the bottom portion near friendly's.
No more businesses approved in this area until traffic improves. Traffic is unbearable now and come spring, we won't even be able to get to the baseball fields.
These concepts should have been discussed 10-15 years ago. Now it's like a backward fix, but something must be done!
Making a new road way from Prout would be disastrous for the neighborhood.
The commercial sprawl on our Hoosick Street is out-of-control. The town board has said that this has been an ongoing issue for many, many, many years. Board members always reporting that their hands are tied, nothing can be done, and that all avenues have been pursued. There was a time when this type of incompetence would be met with tarring and feathering.
It is extremely frustrating that there are no significant plans or discussions regarding bicycle and pedestrian improvements along the Hoosick street corridor. It was noted in both public workshop presentations that there is little bicycle traffic along Hoosick. This should not be interpreted as a lack of demand! The high congestion levels and aggressive driving along Hoosick make it dangerous and unappealing for bicyclists. Safe bicycle pathways along roads are essential for fostering sustainable and healthy communities. By providing dedicated lanes separated from vehicular traffic, you can not only prioritize the safety of cyclists but also encourage more people to choose cycling as a mode of transportation. Cycling offers numerous advantages over driving, including reduced traffic congestion, lower greenhouse gas emissions, and improved personal health and fitness. In updating the Hoosick Rd design, it's imperative to prioritize the safety of both cyclists and pedestrians! Integrating dedicated and clearly marked bicycle lanes separated from vehicular traffic can significantly reduce the risk of collisions and enhance the overall cycling experience. In addition to improvements along Hoosick Rd, the adjacent side streets should also be improved for cycling safety. For example, McCheseney Ave Ext provides an important connection to residential areas south of Hoosick. However, the narrow roadway and lack of shoulders makes it very intimidating for cyclists and pedestrians. McCheseney, and other secondary roads including Town Office, North Lake, Rt 142, should be widened for enhanced safety. Additionally, I am strongly in favor of additional road connections between Rt 2 and Riccardi Lane, as well as Brunswick Dr. to North Lake. These will provide additional safe connections between areas north and south of Hoosick Street. Currently, the only connections available are South and North Lake Ave and Town Office to 142 which requires passage through a difficult intersection.
No additional comments

I feel like this study should have included the segment of Hoosick Road that is east of 142 to 278, the estimated AADT from NYSDOT data viewer is higher than that which was found for the segment of Hoosick road to the west of 142, there is often congestion in the 142 to 278 segment typically west bound. But there can often be eastbound traffic backed up at the light at 278. There is a high frequency of accidents at the intersection of town hall road and hoosick rd likely cause by poor line of sight and drivers trying to make up time after getting unstuck from traffic in the study area.
Please think about what you are doing as this was done for traffic on the Troy side years ago and it made the traffic worse. Many feel this is going to make things worse also
None
Residents can observe the congestion etc. I would like to see a more detailed engineering report about causes, limits to growth in the corridor. No mention about minimizing future traffic growth. How can traffic be directed away from neighborhoods? New road connections are good in theory, but exact paths need to be defined. What areas can be developed without adding to the traffic?
Not being able to widen Rte 7 through Troy and Brunswick is the major problem. Widening Rte 7 through the Niskayuna and Latham area years ago is still profitting from that decision. Apparently money is more of a factor now in Troy and Brunswick then it was when the latter area's roads were expanded.
Once you get past the price chopper plaza. Things open up. The problems start @ Lake ave intersection. Need more signage before that to get unfamiliar drivers over to left lane. They drive up to lake intersection in what should be only a right turn lane.
Thank you for the efforts being made
I design my errands around avoiding Hoosick Road. It is a blight. I think the solution is to slow development and spread commercial interests to other parts of the town.
It is putting the crt after the horse has already run away. There should be a moratorium on new business until some ot theses ideas can be implemented.
Hoosick street is the worst, I think everyone would appreciate anything done to make it better, including putting a stop to further retail development in the area.
There should also be signs warning that a turning lane is only for turning. More police presence is needed.
Excellent suggestions.
Why can't the traffic signaling improvements be done right away. This would improve traffic flow quite a bit,
What is suggested for the Lake avenue area, which is the most congested area due to the lanes merging in a short distance. Will not work
Grange Rd is east of where the problem is on Hoosick Rd. It’s like putting the horse after the cart. Also, how will tractor trailers & pre fab houses fare in roundabouts?
Thanks for asking!
The damage has been done. You can put bandaids on it but it won’t solve the problem.
As a kid 40 years ago I remember the “big improvements” to rte7, being told this section of road would never be another Wolf Rd. . They were correct, wolf road is much better than this disaster. All of this will simply push the backups farther east on 7. Maybe the next generation will have a solution (elevated highway)

The traffic seems to be worse now going east to west headed towards Troy every day of the week. Sometimes traffic is backed up to Duncan's Dair Bar and it has turned a quick commute down Hoosick Road into a half hour or more traffic jam. Typically the eastbound traffic headed towards Vermont is jammed up on Hoosick Street with the biggest problem being the North/South Lake intersection but usually thins out once passed Walmart. Typically this is most problematic from afternoon until around 7pm. I also think there are enough fast food places and there is no need for a Chick Fil A, or any other business, which will only worsen the traffic problems.
no just fix it
I have thought for years that we need a turn lane eastbound from the Collar City Bridge until the North Lake/Hoosick intersection.
Good work …. But as long as the Town keeps approving new development, then whatever improvements will be made relative to the current situation will quickly be undone by new development. The Town may think: “Ooh, Hoosick got calmer again, so there is an opportunity and justification for new development!” … this is exactly the attitude we need to move away from. Whatever small decrease in my taxes I get because of the increased tax base from new businesses, it’s not worth it. I’ll happily pay more taxes as the price of no more new development.
no
no
Like I said traffic is so backed up ,people of all ages are texting on phones and that is what's causing a good portion of accidents!
Thank you for doing this and allowing input from residents!
N Lake Ave cut-throughs do not appear to have been considered (Rte 142/Grange Rd to N Lake Ave to Frear Park Dr to Oakwood). With no sidewalks for pedestrians, this creates reduced safety along this route. Traffic data for this route should be included in the study.
Please see prior comment; I think the additional connecting roadways is a great idea!
A couple of the ideas would be helpful, but don’t address the bottleneck on either side of Lake Avenue. What about a roundabout there? It might help traffic flow.
Do not build more businesses
Looking forward to improving flow of traffic. Bike and walking lane sounds fantastic. Thank you
Eliminate as many of the lights as possible
Those of us who live in Brunswick, avoid Ft 7 avoid it at all costs. The heavy traffic, and time it takes to go a few miles to shop, or commute is exasperating. We have now taken short cuts (myself included) through neighborhoods that never had traffic before, and they don't have sidewalks for the folks who live there. This is dangerous and unfair to those neighborhoods. North lake , to Genesee, to Otsego Ave. Is one of them. Lord Ave. ,past Hannaford, through Duncan's farm is another one. There are so many more. Its sad.
This won't help, but I frequently go to PChop in Watervliet or Hannaford Latham just to avoid Hoosick Rd.
Please help the residents. We can’t even let our kids ride their bikes and play in our neighborhood because the traffic has become a raceway for our streets.
Overall very good study with many good ideas. Reducing speed limits on approaches to rt.7 from 142 to 35 as well as limit on 7 from Harley Davidson to Roosevelt to 40 all the way. (Especially if roundabouts are installed)

Lots of work done and needed
The masterminds who created this mess for the almighty dollar should be ashamed of themselves for destroying the quality of life of the brunswick residents.
Improve bus service by eliminating RPI campus loop on Route 87, which adds significant time to bus travel and makes it a less viable option for individuals coming from downtown Troy.
With the amount of money going into Brunswick the should be forced to widen the road from Brunswick Harley to the collar city bridge.
None, I know you are trying your best to make travel easier and it is a big job
Very helpful.
As previously stated, you can't dictate the traffic you want to remove, drivers will do that. You will end up with more dangerous situations, such as the frear park and north lake intersection. During rush hour, I do not feel safe walking in the sycaway neighborhoods because of the cut throughs, not the home owners driving to their homes. The cut throughs out weigh the residents.
All the concepts are going to do nothing with the impeding traffic in that area. The only viable solution once again is that there should be two lanes going in both directions with a center turn lane all the way out to Route 142.
No roundabout...they just cause accidents
Hoosick Road is a great resource for locals and we need to continue encouraging it's development. Only way to do that is to improve public access to it. Please don't mess this up!
typical poor planning by government bureaucrats. rd needs to be wider and then future development limited with direct access to rd
anything is better than what we now have
Do not put in roundabouts. Many large trucks travel this road daily and a roundabout would be very difficult to navigate in busy times in a larger vehicle.
These are very necessary steps in the right direction.
I would love to see hoosick become more densely populated with mixed use residential housing, especially in the large parking lots owned by retailers. you can keep the retailers in the back. A "busplus" for the residents of these buildings going into downtown troy, latham, the airport and schenectady would be a huge boon for brunswick
Looks like a lot of thoughtful work. Thank you.
Unfortunately, bad decisions both historic and current have lead to this awful situation, which cannot be remedied with band-aid proposals. The good news however is that, considering these latest decisions, as soon we can sell there will be two less cars on Hoosick.
Reducing speeds will not aid in traffic flow
Route 7 and Route 142 intersection works well, especially the yellow flashing light to go left from Route 7 east onto Route 142. The only traffic congestion I see is going east on Route 7 on a Sunday. Also - I don't agree with bike lanes in the road where cars have to cross over to the right to enter a business that puts the car in front on the bike lane. Bikers should be watching out for autos on a busy road like Route 7. Also - pedestrians should be watching out for traffic and not just walk out in the road without looking.

We like our small community and it should be left that way. No one that is pushing for more businesses on Hoosick Road lives on or just off them. Talk to us and see what we now have to deal with daily before making more “ big business “ plans.
Reinforcing in the summary which options would have the greatest impact may be helpful. Perhaps ordering them from most impactful change to least impactful change (even if greater cost/complexity) would be a good choice.
It doesn’t discuss the idea to stop growth with out out addressing the increase of traffic for the future.
Thank you for providing the study and taking input.
I am hesitant to support simple lane additions. Research shows that lane additions only provide temporary relief of traffic congestion. Good, permanent solutions should scale better over time.
You can put in all the 'aids' but end result is we need more travel lanes! Bite the bullet and invest in the future now.
A traffic mirror placed on a utility pole across from the entrance to Arminghall Drive may be another consideration?
the report does not address the primary problem - heavy traffic congestion on one lane streets. the stacking of cars makes it difficult to turn. additional new businesses, crammed into parcels that are two small for the level of development adds to the volume problem. if additional travel lanes are too expensive, why would additional businesses be contemplated? It adds to the existing problem, without a solution. the problem starts below lake street. discussing one portion of the issue without addressing the root cause does not lead to a meaningful solution.
Maybe coordinate with NYSDOT or City of Troy or both to funnel traffic to Route 2 right off the bridge with better signs
The sooner, the better!
Absolutely do not reroute traffic through Ricciardi Lane. This would result in a huge uptick in both traffic and crime. We already have issues with people driving quite fast down the road mistaking it for an outlet even though it is marked. There are multiple small children from one end of the road to the other. Increasing traffic including emergency vehicles, will only lead to an eventual injury to a child or elderly person out for a walk.
A bypass or a "Crosstown Connection" would be great, but I'm sure quite costly. This is a major thoroughfare and the expense should be expected to improve and remedy this situation now and for good.
GOOD LUCK, YOUVE ALREADY CREATED THIS DISASTER, HOOSICK STRT IS THE NEW WOLF RD
All of this should have been done years ago!!! How did the local politicians not think all this would happen. Hoosick St has been a nightmare for years!!! Maybe they should have thought about all this before they gave approval to all these businesses!!!! It should have been widened 20 years ago!!! Good luck
Widening the road will HURT safety and cause more accidents, as well as more car traffic.
I believe it would be a terrible idea to route traffic through neighborhoods.
Rt 7 often has trucks with long beams or modular house units that could compromise roundabouts and cause safety problems. These loads should be restricted.

As a weekly traveler on Hoosick Rd driving through to Grafton, I appreciate the level of effort put into this report as well as the solutions proposed. The recent Lord Ave intersection traffic light tipped the scales again to create traffic backups (after the previous improvements did wonders to alleviate the congestion). I am hopeful that a roundabout will be the chosen solution for that intersection. I feel this study is on point with the solutions proposed and I hope the town of Brunswick and NYSDOT will move forward with the proposals in the coming months and years.
Stop further commercial development along Rt. 7, beginning with the proposed construction of a Chick-fil-a.
Yes, I would like to hear what others say at the meeting on March 4th.
The study is well done. Sadly, it is 20 years too late. The Town of Brunswick has ignored the traffic problems for more than 20 years. Thank you for finally stating some of the obvious issues and supplying real data and some models to describe the situations.
Would you show the traffic simulation at the Open House on 3/4/24 before and after the implementation?
Without making Hoosick a 5 lane road, the rest of the measures are just trying to empty the sea with a tablespoon.
Nicely summarized, work see3ms good.
I do think traveling west bound is a non stop traffic jam every weekend from 142 to Price Chopper so ideas that address traffic flow in both directions should be the priorities.
Eastbound Lane!
Two lanes, all the way up past Brunswick Harley! Cameras on traffic lights and intersections, people DO NOT STOP! Put some teeth into it, when you get a couple tickets in the mail for running a red/stop sign… hit them in their wallet! Mostly out of state traffic!
Widening to two eastbound lanes, eliminating the merge at the top of hoosick, would (perceivably) drastically improve local traffic
I live on Riccardi Lane and connecting any roads to this road for a pass thru will be devastating to my family and children. We bought our house because it’s on a dead end and my children can safely play in the yard and ride their bikes on our road. This will negatively affect their childhood and lively hoods. Their safety is at stake!!!!
Any way to improve the use, speed, and uptake of public transport would be great. As a Troy resident, I never want to drive on Hoosick. I only use it for shopping due to the lack of good grocery stores in our area. While the new side streets would help, they're not really tackling the root of the problem from that new commercial development.
Do not add any more businesses on to Hoosick Street without taking care of all of this first.
Don’t do anything!!!
Stop allowing more businesses, Brunswick use to be a quiet calm area and now it’s turning into a Latham or North Greenbush. The people of this town live here for the countryside look and small feel. Please stop with the development for your own pockets.
Widening the road would improve the flow of traffic.
Please do not link route 2 to Riccardi lane. It would absolutely destroy the safety of our neighborhood and put our children at unnecessary risk.
no
Thank you for addressing this. The increase in usage has far exceeded the current road network.

What Hoosick St really needs is a bypass from the bottom to the top of 142.
It is not reasonable to expect residents of McChesney Ave. housing will use suggested paths for purposes of shopping. Who wants to carry goods such as groceries and household any distance? Did you examine the characteristics of the people who reside in these ares? Many are age 65+.
Hoosick Road is the only issue. Backroads do not have traffic issues. Focus on the problems and leave the backroads as is.
Hoosick street is becoming over developed and is causing harm to those that own houses near by
Do not add any new retail or restaurants to this area. Spread business further out Route 7.
Hurry
GOOD WORK!
I am glad that this is happening. Everything has been done and presented really well, very good job. Thank you for also creating this open forum survey format to vote and provide input. As someone who lives on McChesney Ave Ext, right now I prefer to drive to Wynantskill and N Greenbush to do my shopping, errands, and even commuting rather than staying in Troy due to Hoosick Street traffic. If a lot of others do the same, Troy/Brunswick businesses suffer because of the traffic when they should be flourishing.
The Lord Ave. light is useless, just increases congestion. The increase in commercialization has made living on Otsego a nightmare both in getting out to Rt 7 and living conditions.
Yes, spend more money for two lanes east or eliminate the turn middle lane.
The horse is already out of the barn. The existing commercial development was not well conceived. We need affordable single family housing. Hannaford has ruined the neighborhood behind it with cars using it as shortcut.
less development
Na
No, other than thank you for prioritizing traffic flow and safety.
Roundabouts are the best answer, specifically at Lord Ave. please reference the potential traffic improvement provided by Creighton Manning. It is clear that a roundabout at Lord Ave and traffic signal improvement would be the lowest cost options with immediate benefit. Also, the average time to travel Hoosick road listed in the study is not accurate. It could take ten minutes just to move through the first set of lights. I would challenge Creighton Manning to reevaluate their study, as this inaccuracy is detrimental to the study and our dollars spent on the study need to be used very wisely.
No Chick Fil-A.
Some of the idea will have no noticeable impact. Capacity needs to be increased changing light frequency will not make a measurable difference.
I am not sure how the process of additional construction will increase safety. Round-abouts are a great concept but how is traffic going to flow during the building process and, why was this not done when Hannaford and the other developments were put in. Also where will the existing real estate - needed to support this construction - come from? It's all kind of a hot mess.
I would like to know more about the pros and cons of each proposed concept.
Generally i would like to see more bike/ped infrastructure integration in almost every concept.

You have your hands full. People are paying attention to this. Please be respectful to those of us who live here and the dangers that more traffic congestion will bring with continued development. Thanks Folks. Very much appreciate the survey.
Have results easy to read and locate so accurate information is distributed to town residence. Not local residents and FB site host being “experts” and not sharing correct information. Enforce rules on codes.
Not at this time.
No
No
The presentation was very good, precise, very informative. Therefore a lot of parts I liked, like improving pedestrian and bicycle use. My husband and I don't dive and would love to be able to do both biking and walking on Rte 7. We love the sidewalks that are presently there and would to see them extended. We take the Star bus to travel and regularly walk from the Walmart/Burger King to Aldis, Market 32, Hanbafords and Goodwill.
What about the 18-wheelers that carry oversized loads and heavy equipment and half of a modular house? Would the roundabout work for them or will they need to find a different route?
Stop putting more commercial businesses this is what causes all of these problems
N/a
Would it make sense to abandon the center turn lane concept in the "add an eastbound lane" alternative and make it a through lane, just like Hoosick St in Troy? 2 Lanes in each direction?
The road needs to be expanded in any which way. Eliminate some of the cdta bus stops so they are not at each side road.
The only way anything is going to come out of this report is if the state is willing to invest capital in fixing the issue. This traffic issue has become a quality of life for a number of families that live in the town.
A handful of these concepts are deeply worrying. At best, they would be bandaid solutions and professionals working on this study must understand that. It's disappointing to see roadway widening and paving of greenspace being considered. Don't destroy Brunswick.
There should be zero new businesses allowed on the hoosick st area until the current traffic situation has been resolved. Have some empathy for us local residents and businesses
Thank you for your thoughtful propositions.
I love these ideas and I think we should go ahead with them all. Hoosick is a mess. As someone who will directly benefit from McChensney being made more pedestrian-friendly, PLEASE do this! With the proposed Riccardi Ln connection and the Chic-fil A, this road will only end up seeing more car-traffic. But there are many runners who use this street because they live in nearby neighborhoods (myself included) and there are sections that are absolutely not ideal for pedestrians. Please don't forget about the pedestrians and skip over this one, this will be a wonderful improvement!
The road needs to be widened and unfortunately some properties will need to be removed.
Increasing traffic on route 2 is simply diverting this issue and spreading the problem, not correcting or preventing anything. It will only increase issues on the other roads which are more neighborhood friendly with many walkers and children. The traffic cannot be sustained on route 2.

Troy and Brunswick need to work together to solve this problem on Hoosick St/Rd . The state of NY should focus more on this type of problem instead of all the environmental Green initiatives which they put way ahead of everything . Brunswick residents properties are at stake if the wrong decisions are made . As yourself would you want your property effected if you lived here ?
I believe that many of the Hoosick Road corridor problems could be solved if the three municipalities, (Brunswick, Troy and Rensselaer County), started communicating and working together to bring real solutions to these traffic woes instead to selfishly only looking out for themselves.
Stop the building and development!!!
Consider congestion est of Lake.
Adaptive traffic signals and widening parts of Hoosick Road in the Eastbound lanes would provide the most benefit to traffic flow and safety. These would also be the most cost effective options, resulting in the least amount of tax burden on tax payers. Roundabouts would cause backup on secondary roads, as heavy traffic east and west bound would not allow for much movement of side street traffic, and alternatively, you should NEVER stop in a roundabout to try to let other parties in/go ahead of you. Adding bike paths/lanes on McChesney would be UNSAFE without widening the road significantly to accomodate separate sidewalks/bike lanes to keep bikes and walkers/joggers OUT of the roadway. There are too many hills, sharp curves, driveways, side streets, etc to keep the road safe if bikes and pedestrians were to share the space. Thank you
Glad to see this is moving forward.
I think they all make a lot of sense!
Same comment as before, limit the use of large gravel and logging trucks that use Brunswick town roads. Get them out of rush hour traffic completely!
Work with law enforcement partners to improve traffic safety patrols to improve safety. Work with law enforcement to provide dedicated staffing to handle larceny complaints at local businesses rather than tying patrols up constantly with shop lifting complaints.
As mentioned, avoid creating stroads for ped safety
I didn’t see any mention of any environmental concerns in this survey and I would like to.
Basically all of these interventions sounded pretty good to me
This road is always difficult to manage so I am happy to see the focus on improving it!
While the summary of the concept report is appreciated, it would be nice if future concept reports could compare and contrast the expected cost and construction time of the various proposed solutions. I understand that exact costs cannot be provided due to the requirement that we submit RFPs and the like, but it would still be very fair to call out which solutions are expected to cost more or less money, not to mention which solutions would result in more or less construction time.
I NOTICE VOLUNTEER FIREPERSONS TAKEN LONGER CAUSE THERE STUCK IN TRAFFIC
This needs to get done sooner rather than later.
I live near RPI and shop on Hoosick frequently. I would gladly take the bus instead of driving if it wasn't so expensive. $3 round trip to get to an area that doesn't allow me to walk easily between stores is prohibitive when driving costs me approximately $0.30. If there was any way to make public transportation more affordable I would gladly remove my car from the road.

Bike lanes and pedestrian access also beautify with more trees and flowers
The idea of widening the road or making hoosick no left turn during certain hours needs to be considered. Look at overpasses for pedestrians or other options. The town also needs to police traffic infractions. Residents can sit at lights for 30 minutes because cars pull into the intersection blocking the ability to turn onto hoosick from the neighborhoods. This is not fair to residents. C
Very solid and professional report. I've traveled Hoosick for a good 12 years, and the majority of them make good sense (particularly the lane widening and roundabout suggestions).
A more aggressive and possibly very costly concept may be required to address the bottleneck at Lake and Hoosick.
no
Please try and prioritize this project
Most of these ideas are fantastic, and I would love to see them implemented. Hoosick is an awful street. Please prioritize the traffic circles. Please, please, please don't add any additional lanes or widen the road - those will NOT make a long term impact or make anyone drive slower/more cautiously. You need to prioritize safety above all else.
I thought it was interesting that in the final recommendations summary, the roundabout at Lord Avenue is not included in Table 4.1 Implementation Plan and Costs. I assume this is due to the fact that additional stakeholders related to the ownership of the traffic light at that intersection would be required before any implementation scope/costs could be determined. I think it may be useful to still include it in the table, with a note showing that the data on partners/cost/timeframe cannot be determined by this Report. It is my opinion that having all of the proposed solutions laid out in an easily digestible format like the Table will make it easier for the Public to take in and formulate questions around as the Town and State move forward in this process, and I wouldn't want the possibility of a roundabout to be forgotten or turned into yet another rumour.
oh my god, please fix it. it is a nightmare.
Please fix the fucking stoplights. Driving into Troy in the evenings is absolutely miserable, and the stop and go traffic due to the traffic lights is the primary contributing factor. Please also add another eastbound lane from the Valero to the Walmart to prevent gridlocked backups piling up all the way to the bridge. Everyone hates roundabouts, but if they keep traffic moving they would be an improvement. Please also add barriers to keep drivers safe when turning. I live along the road and I hear car crashes at least weekly due to people getting hit while making poorly-timed turns, or getting stuck in the middle of intersections at the bottom of Hoosick.
If you implement the roundabouts, please be mindful of pedestrian crossings with good visibility and safe islands.
We don't need more places where traffic can enter the road.
Traffic studies associated with referenced alternative routes should be expanded to better understand total impact
I have reservations about extra lanes, as they tend to produce other bottlenecks when they end and traffic must merge again.

Road widening is never a viable solution to reduce traffic. Additional lanes only serve to increase congestion over the long term, a well-documented concept known as "induced demand." Please focus on the bicycle and pedestrian and transit improvements, which will reduce the need for driving and actually reduce traffic congestion.
I appreciate the thoroughness of the report & understand there is no easy fix. I strongly agree with the engineers comment about potential changes to Hoosick st increasing volume; kind of an if you build it they will come situation. That being said, actions do need to be taken to address both current and future needs. I've noticed an increase in traffic on Rt2, including many out of state cars, as traffic on Hoosick St worsens and people find alternate routes. This will be made worse if connecting roads are built to Brunswick RD. Soon we will be having similar studies re Rt2 traffic. I think the majority of people will still take cars to go to businesses on Hoosick even if there are sidewalks in the McChesney Ave area.
You guys suck
Just put a roundabout in front of Walgreens and maybe on in front of price chopper
Do the right thing
Stop building new things
Thank you to the Town for finally addressing this. Brunswick keeps adding growth. I've lived here over 40 years and find myself going elsewhere to shop and spend money just because Hoosick St is horrendous. I want my money to stay local. I'm hopeful this will help. And of Target ever asks to come to Brunswick, yes please!!!!!!!
I would recommend broadening the study and making a strong commitment to engaging and enhancing communication with the public.
Stop building shit
Absolutely opposed to a round about at Grange Road. It is nonsense to believe drivers need a "gateway" to the shopping district. An expensive, unnecessary undertaking that spoils the rural charm. The current traffic control works just fine.
don't worry about grange rd/ Hoosick St. Do the lake ave / Hoosick street intersection first.
Stop issuing building permits. There was a traffic problem BEFORE all the construction... Now hoosick road is impossible to navigate.
No
No
Lights should be timed so traffic flows. Now it seems one light green next light red. Too much traffic to try that control. Let people flow and move through continuously.
Not at this time
The wider the road the better, desperately needed for access to Rensselear County.
Please hold a public hearing so that people who live or commute via the Hoosick St. Corridor may speak out.
No
In my opinion, additional work needs to go towards ensuring the BIPOC community using Hoosick Street is brought into this decision making process. 95% of the people walking along Hoosick are not white. This is especially important if ensuring safety of community members is a goal of this plan. While I appreciate the analysis of improving Hoosick, it feels like a way to justify bringing in new business opportunities rather than an actual desire to improve the safety of those who I see walking along Hoosick.
Make good choices □

I think the town board has to be more mindful of growth and the type businesses allowed. Brunswick growth should have been thought out better. Instead it looks like corporate America is taking over and turning what was once a charming place into a carbon copy of Latham, Clifton Park etc. I am not against progress however, it should have been done with more aesthetic appeal. Attractive buildings, landscaping, unique shops, farm stands etc. For the life of me Kentucky Fried Chicken? Aldies? Speedway? OMG...so sad...could have been beautiful. Now Brunswick is a drive through. Just another reason why long term residents are fleeing the state.
Any and all widening, and all new connections with the possible exception to NY 2 should be ruled out. Accommodating more vehicle traffic will simply lead to more vehicle traffic - even in limited ways. The friction of congestion is a result of land use decisions that *should* be felt and the roots cause (low-density land use) addressed. Alleviating the friction without changing land use will simply allow for the same detrimental mistakes to be made.
Our neighborhoods have to be protected. Seeing commercial buses and tractor trailers on Farrell road - country road at best - highlights the magnitude of the problem
I'm a skeptic. It's always a "feel good" approach, but I know most decisions have already been made. But, thanks for listening.
Concepts need to take into account the traffic that has been redirected onto North Lake and Ferrill due to Waze rerouting to less traffic areas. These neighborhoods have increased safety concerns. I did not see these areas addressed in the existing corridor. The traffic has increased significantly.
Limiting commercial development may be necessary to alleviate congestion. Increase patrols of the corridor may help - especially in neighborhoods where people are speeding through to gain advantage.
Thank you for polling the community
I anxiously await further developments!
Have a look at the YouTube channel "Not Just Bikes" for more analysis on the benefits of improving walkability and bikeability over prioritizing car-dependency.
Please do something. Reports and studies like this have been done before and nothing ever came of them, but the congestion and unusability of Hoosick really needs to be addressed.
I think traffic circles could have a tremendous impact on the flow of traffic for the better.
Make Hoosick Street One way. and Have a connection from Burdett Avenue traffic Light to streets on the east (21,22,23,24)
I still more can be done to widen the road. DOT has wiped out whole neighborhoods to construct new highways in the past. I'm sure for some $ people would be happy to give up property on Hoosick.
Yes, please post lit warnings for drivers to not block the side streets on Hoosick St. When traffic is stopped at all of these lights, no one leaves a spot for the side street residents to get in or out of, even though it is NYS law that the side streets not be blocked.
No
truck routes not on hoosick street
Improving flow will increase speed, which will create a safety hazard for pedestrians and vehicles pulling onto Hoosick from side roads.

Would it be out ofbthe question if the added lane was actually a lane that traveled both east & west depending on thw time of day? Think of how large bridges have lanes in the center that alternate directions based on need... that could helpbwith west bound traffic too.
no mention of how cars enter roundabout from north/south with high traffic volume; no comment on how much more traffic can corridor handle now
At the end of the day, continuing to develop along Hoosick is going to make the problem unsolvable without a bypass, which likely requires state cooperation.
No
A comprehensive review of both building planning AND traffic need to be conducted. The problem is not only the road, but the short-sighted approval of sprawl
Please implement these changes - it is getting untenable to drive on Hoosick and you will be pushing away business and motorists if things continue on on this way.
It really should be 4 lanes from North/South Lake till the light at Stewarts
The trucks over 6 tons on south lake is rediculous. If theres going to be trucks. Please reinforce the road and build sidewalks
Rt 7 has to much traffic for RAB, and these would contest areas even more. There are two many large trucks with mobiles home that move through the corridor and your RAB would not be large enough to handle this flow.
The concepts seem doable and helpful.
Access from the residential neighborhood onto Hoosick does not seem to be considered much, other than the establishment of neighborhood thruways. How does that serve residents who need to turn left/west, for example, for those south of Hoosick, or right/east fir those south of Hoosick onto a road that is too congested to allow turns when the light or arrow turns green?
Good report. Need for multiple in-person group discussions.
Should have done this before Brunswick allowed all of these garbage food establishments. A little bit late now, but any improvement is better than none
There should be a moratorium implemented To prevent new businesses from opening on hoosick high capacity, fast food restaurants that have historically used food delivery services such as GrubHub would not only cause congestion at the restaurant, but would increase traffic. Stopping their development would prompt involvement by the restaurants in the process of making the traffic more manageable on hoosick and make them better Partner in responsible development.
Its a waste of time.
Glad it is being addressed. I live in Petersburgh and getting anywhere that involves Hoosick St. is a nightmare. I usually take 2 through Downtown Troy just to avoid Hoosick St.
No
No
Only that they should have done this 20+ years ago when they last renovated the road. Everyone knew it was all needed way back then. All changed can't come fast enough. Thank you for getting it done now though.
I find with surveys they are fillabusters. Your going to do what you want anyway.
No

It would improve flow better to look at the lane decrease past south lake Ave as that is a constant source of congestion. The additional light at lord avenue has also slowed down the morning commute.
I like the idea of roundabouts but I don't like the idea of residents personal property being affected by one . However they do work to keep traffic flowing . Perhaps one by the new Hannaford intersection on a smaller scale .
I recommend using graphic diagrams of both before and after examples for all roadway design changes/proposals from this point forward. The photos used in this survey, (plus not showing them in context on a larger map) are much more likely to be misunderstood compared to a simplified graphic, and likely have provided poor quality responses/data. This will continue if you do not alter the approach to presenting these examples.
No
Hoosick street is packed to the rafters, investigate Congress street, and it's potential business opportunities and implement cross-over roads as alternative business access.
Just want to thank the parties involved for thoughtfully addressing the issue.
Bad tempers. Unwillingness to utilize the turning center lane as a place to fully pull into, stop, move out when appropriate. Unwillingness to “zipper” merge fully or generously
I hope something is done. The quality of life has dropped dramatically in the last 24 years I've lived in Sycaway.
Should have widened the road years ago when they first said they were widening the road. Instead they just added an extra middle turning lane. The intersection at North Lake and Hoosick Street is the stupidest thing and causes many accidents and problems with road rage.
It is not a practical Concept Report. One lane going east does not help the congestion going west. Side road Concepts do not help the flow of traffic on Rte 7, east or west.
Better enforcement of speed limits and people running red lights
PLEASE HELP us because Brunswick government don't care about us. They only care about adding tax paying businesses to this area to reduce taxes for those living out in the more rural areas of Brunswick. Those of us living in the area of all this development don't want it but they don't listen to us no matter how often we attend their meetings and voice our needs.
Thanks for taking the initiative. Not an easy situation to tackle.
The way the information was presented and public input was obtained was very welcoming and showed that you really do care about our input. Thank you!
The state is more responsible then anyone in the town quality of life in town has changed due to traffic on hoosick st something has to be done
This is super needed. May need to get creative with a raised road for motorists going to VT and bypass local businesses.
I live on McChesney Avenue and traffic has increased a lot especially when Hoosick is tied up. It takes me sometimes 2-3 traffic lights to get on hoosick. Most of the time I’ll go miles out of the way to avoid hoosick using route 2 or 142. Please fix the madness
I’m very glad the town is making an effort to alleviate the issue.

-Ban TPD cruisers. Make them use e-bicycles in a bicycle lane. -Speed trap cameras that DO NOT exempt police vehicles from tickets and moving violation summons. Troy PD are the most dangerous drivers in the city, and they take zero accountability for routinely driving 70+ miles an hour on Hoosick without lights and sirens toward an intersection with no visibility for turning cars. They also use shoulders to overtake vehicles when they are clearly not dispatched to a call. City of Brunswick needs to take accountability for unregulated expansion and development that has caused the hoosick traffic nightmare, but so do Troy PD for acting like driving on Hoosick is a bargain basement fascist knockoff of Mad Max Fury Road.
Nope <3
Mostly not great ideas
Additional focus is needed in the sonic plaza to improve the community presence located in that area. Has anyone approached Trader Joe's about the vacant safe-a-lot location? There is so much parking available and it would be more economic spending to that area!
By pass being built
Thanks for asking for citizen comments/suggestions. Anticipate media announcements about multiple public meetings where citizens, not the town board only, vote on improvement details.
It's not rocket science, going from two lanes of traffic to one lane is going to cause a back up. Stop doing studies and get to work
This is a tough nut to crack! I appreciate your thought and work on solving the aggravating and dangerous Hoosick traffic problem!
No new roads
More parallel roads behind the retail locations connecting neighborhoods for local people to access from behind will keep local traffic off Hoosick Rd.
No.
I wish you well in your effort to address this stretch of "stroad". The administration of the Town of Brunswick would do well to understand the nature of a stroad, and the difficulty of repairing the damage done by these poor design choices https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter https://www.strongtowns.org/journal/2021/12/2/how-do-you-actually-fix-a-stroad
None of the proposals are a great idea. Bottom line from me are a small roundabout at North and South Lake and a merging down into one lane farther down Hoosick street eastbound before School 18 are the only solutions that are economically feasible and have a minimum impact on local inhabitants and businesses.
Stop building. Stop the Town of Brunswick greed
Maybe put a bypass exit from i90 over to Bennington VT to alleviate the skiers and leaf peepers going up 7 to vermont
Build a highway to go over Hoosick Street from Alternate 7!

I worry slightly about the environmental impacts of some of the propositions. Would there be remedial planting/green space added somewhere else in the town of Brunswick to account for what is removed should the traffic circles be implemented? If the vegetation/regrading happens to make the intersection more visible, how much of an impact will that have? My hesitation stems from seeing the unintended consequences of the development of Starbuck Island and how now there's a large bird problem in downtown Troy. It would be nice to see how the proposed improvements address these environmental concerns as well.
Adding more lanes and/or widening will only invite more cars and faster speeds. The only way to reliably reduce congestion is to reduce the number of cars, not give them more space. Improved transit and active transportation connections will promote more non-car trips. Hoosick St can either be a destination or efficient pass through. It can only do one well. If we try to make it serve both functions it will do both poorly and dangerously. If we're not careful it will end up another Central Ave or Wolf Rd.
We don't want more traffic, period. Stop development. Invest in green spaces. Widen and fix the SIDEWALK. Businesses can be paying a tax to the neighborhoods directly to poison us with their truck traffic and human traffic. No more large retailers. No more parking lots. Brunswick used to be a nice rural community and it seems the local government wants us to be Latham, and we DONT WANT IT.
Thanks...I hope this will really happen and is not a waste of my time and probably my money
Thank you, thank you, thank you so much for doing this! All of your efforts are so appreciated. If there is any way to discourage the town from agreeing to more construction of businesses to help avoid even more traffic, that would be amazing! Thank you again!
I support sidewalks but dedicated bike lanes are not beneficial.
too little, too late
I believe a combination of these concepts will be needed to improve traffic flow. The 2 roundabouts together will make a great impact.
This is taking too long for this to be addressed.
You worry about the impact of 3 homes, letting it outweigh the benefits of 100,000 cars a day by having 2 lanes in both directions.
Putting in an actual merge sign at the base of the Walgreens intersection would be great for our out of area commuters & truck drivers. The current one (if there even is on) is placed too close to the actual merge . It doesn't allow people who aren't familiar with the merge to prepare. That merge is the single worst problem headed back to Brunswick between like 2 and 5
While generally, I favor increasing pedestrian and bike capicity, I feel that this would be ineffective in this insistence. Due to the connectivity that Hoosick Rd provides to other towns and Vermont, this results in the Hoosick Rd area being car and truck heavy by nature.
If there is no way to stop panhandlers at the intersection there should be a light placed between East and west bound traffic lanes where the pandhandlers station to prevent safety concerns. Some are aggressive at times but all are at risk once the sun sets and it's terrifying for all.

The traffic problems just keep moving up Hoosick St. to Hoosick Rd. all of this should have been figured out years ago. Living off Hoosick St. for 50 years traffic has always been a problem and should have been figured out 50 years ago!
Look at Malta, 6-8 round abouts eliminated their bottle up congestion, flows pretty good during race track season and beyond.
Take action please!
Thank you.
The business that already exists on Hoosick street need to do better with garbage pick up.
STOP BUILDING MORE BUSINESSES AND DEVELOPMENTS WITH ACCESS TO ROUTE 7
Genesee street neighborhood needs VAST improvements ie. sidewalks speed humps cameras for speed and disregard of stop signs and a MUCH larger police presence OR to have the town make sure that it does NOT show as a thru road on any map apps
Please do not make any mistakes similar to the predecessors who enabled this monstrous division of an urban center, seemingly, without any forethought.
A moratorium on businesses on Hoosick Street until road is improved
Thank you. Change is inevitable.
The biggest problem on the road is dropping from 2 eastbound lanes to 1 just east of Lake street. That should be the highest priority.
No. Chic. Fil. A.
narrow consideration based on local residents only. Consider commuters.
Too little too late! All these businesses went in with no planning! I used to walk my neighborhood around Roosevelt ave, I was almost hit twice by a very fast moving vehicle each time on lord ave. I was cursed at and there's one big pickup (white) that would veer at me pretending to hit me as he laughed (looked drunk) ~ this because I used hand signals to slow down. Vehicles speed up and down lord ave ALL the time, day and night. No safe time to walk. On my walks I used to pick up 15-20 bud light beer cans EVERY WEEK! For YEARS! But when every psycho drunk in town uses this road it's what I call 'happy hour road' littered with liquor bottles and beer cans! Disgusting! Why aren't there any police on this road? I would like cameras at all the intersections on hoosick road, start giving out tickets by mail.
Need to move quickly
An estimated timeframe could have been provided for when the public would be notified when any of these concepts would be approved or rejected
Moratorium on further development
We live here and locals/pedestrians should have top priority. If you truly want to reduce traffic, make it as easy as possible for someone in the city of Troy to get to Walmart. We shouldn't feel like we need to drive there
I hope you didn't pay to much for this Concept Report.
Please keep us informed. This is a very important project that effects a lot of life's each day.
love the concepts but we should limit gridlock which clearly would be caused by a chick fil a or etc.
No

I love these concepts. I have lived on McChesney Ave Ext since 2020 and traffic has gotten so much worse over those 4 years. I think the sidewalk concept should be expanded on that road as I see many folks walking/running there. Many folks walk to the stores there and with basically no shoulder it's very dangerous. I think the roundabouts would be the best option as the biggest sticking point are the traffic lights and when people are turning. For example, when coming from the east and turning right into lord ave, traffic must slow down because the turn is so tight and narrow. If this was a roundabout it would be much more seamless. I am concerned about further development without these improvements. Development is critical, traveling across the river to do most shopping other than groceries adds a lot of driving time. But without traffic improvements, additional development will seriously slowdown travel on hoosick.
Having been in emergency services most of My life and traveling Hoosick rd it is so far beyond capacity at any level it's ridiculous. The fact this study will take In excess of 10 for action to be in motion is even more frustrating.
Roundabouts in Malta have saved me countless hours in the car, so I encourage their use anywhere they are practical.
Additional or widening lanes will not reduce congestion. This should be a last resort, after prioritizing roundabouts and traffic signal re-working. The main issue is the intersection with timed traffic signals, which halts flow and causes traffic to build up. Converting to roundabouts will see a significant improvement in flow, so long as speed limits are low enough.
The Town has only made this available through Facebook. Communications about this survey, analysis and recommendations should be provided in a better way. Only 30% of the Brunswick residents use Facebook.
Limit development in the area
full 4 lane widening is the ONLY way to fix the problem. speakers comments that it would make it worse is shortsighted and flawed.
Don't widen the road. It increases traffic congestion based on a number of transit studies. Make it safer for pedestrians. More crossings and eliminate beg buttons.
I'm impressed with the report, the presentation and the proposed solutions. Thankfully the team did a very thorough review and professional analysis. I think the Town should replace the falling retaining wall at Cooledge Ave and consider cutting back the bank on both sides of the road, adding new retaining walls and adding some attractive landscaping and plantings, along with a Welcome to Brunswick sign Eastbound, and come back soon westbound. This can be considered traffic calming when drivers have something attractive to see rather than the overgrown mess and accumulated trash we see now. Town need to remove the Vacant Rotelli Store and Maj Auto Junkyard to clean the area up.
I don't think widening to 3 lanes will work. It may provide temporary relief, but I think it would only worsen the existing issues over time.
I hope you don't make it worse. I think the problem is not as complicated and costly as you make it out to be.
Eastern Hoosick does not need sidewalks. Utilize them to widen road.
Roundabout at Lord Ave would be perfect. Additional lane heading eastbound sounds great.
Stop building
Improve what we have and stop adding to the chaos. NO CHIK-FIL-A

Why, you won't listen anyway
Thank you to the authors for explicitly outlining why general road widening will not be happening!
I'm grateful the problem is actually being studied, and hopefully addressed.
No chick a fil please
Something has to be done! We appreciate the efforts being made to find solutions to a very difficult situation. We are torn between moving out of the area or keeping confident that a solution will make our commutes safer. Thank you!
A bypass similar to the Bennington bypass!
Stop adding/crowding with new businesses
Speed limit changing or reminding will not solve traffic flow or safety, as they are routinely ignored by 90% of motorists.
Don't take forever to initiate this. Please.
As some one who travels this road every day I don’t see any of these working. You need to get raid of the lane at the top of hoosick street next to Walgreens where most of the bottle necking is caused. Make it a turning lane only onto South lake only and widen out the lane.
Allow bicycles, tricycle, senior carts, assisted motor including electric on all town roads regardless of posted speed limit.
Please hurry
Save reducing speed limits and calming devices until after all other suggestions are completed. They may not be necessary at that point. IMO, more side road access as well as lane expansion eastbound and smart traffic lights are the best bang for the buck.
I moved over 20 years ago. I went to a meeting at RPI about how to resolve Hoosick traffic. Nothing came of it. I feel the same about this. Nothing will be done .
Sidewalk safety at narrow points, increased curb appeal for property values

Sure, I can repeat it here: The things that cause the most traffic are 1) the poorly indicated merge to a single lane just past Lake Ave near the fire station, 2) the really poorly timed lights near the Hannaford/Aldi hellpit, and 3) the fact that frankly there seems to be absolutely no consideration that the road cannot sustain the level of traffic it already has, and so there should be an absolute halt to additional development along that corridor. Additional lanes will lead to more aggressive driving as people try to weave through the traffic patterns, and it will also make the corridor less safe for pedestrians and bicyclists. Honestly, that corridor has probably never been safer for biking and walking along because the cars can't get up to killin' speed. I think that the town of Brunswick can't have their cake and eat it too: the merge to a single lane occurs at the boundary between Troy and Brunswick, and that's where everything first gets throttled. If Brunswick considered it preferable for 7 to be a single lane starting at that point, why then is the town ceaselessly allowing grocery stores and fast food joints to be built along that stretch?? The issue exists because of the rampant overdevelopment in Brunswick that has completely disregarded the potential impacts to residents. How is it possible that all of this occurred without anyone questioning whether it was wrong to completely wreck the main traffic route between Vermont and the Capital Region? What gives Brunswick the right? All of these solutions are bandaids intended to patch up a much more major issue: Brunswick had decided that profits are more important than the quality of life that its citizens enjoy, and instead of addressing that greed head on, we're rationalizing developing the strip even more with wider lanes and traffic circles. It won't work, and it only sets up a future where the traffic continues to increase and we find ourselves back here in a few years considering a third lane. Take a step back, see the wider picture, and stop allowing development on Hoosick.
It looks like some thoughtful attention has gone into a complex travel corridor. Everyone's hard work is appreciated.
roundabouts are great for traffic flow but are not very friendly with pedestrian traffic
We need infrastructure!
Congestion pricing for drivers coming from Vermont to utilize our businesses would be something to look into.
Stop coming up w bad ideas and listen to residents and stop approving businesses we don't need.
Two lane elevated thruway beginning about 8th street ending about Rt 278 with exits leading to major points of interest.
i'm glad that this is finally being addressed. i hope this improves traffic conditions
I am not a fan of the signal changes, because I have seen how things like that can get out of sync. Then it is just horrible.
Really hoping to see these changes happen quickly. I am legitimately considering moving from my home on Oneida ave, because it has become so difficult to get in and out of my neighborhood, and the cutthrough traffic makes it unsafe to go for a walk around the neighborhood.
Please do it soon. Hoosick traffic is only going to get worse if the proposed fast food restaurants are constructed across from McChesney Ave.
NO ROUNDABOUTS

Re: Arminghall Road, I don't believe reducing the speed limit will necessarily help if the new limit is not enforced. I do think the current speed limit is sufficient if people are observing it but, like pretty much everywhere else, it's not happening.
Please actually utilize the responses because this has been “surveyed” before & gotten us no where.
to do it right all the numbers need to be gathered.reviews need to be done without emotions or politicsmnow is not time to not get this right
I have concerns regarding adding roundabouts at Lord Avenue but less concern about adding one at the Grange Road intersection. The work needed & potential fill required to the Lord Avenue intersection seems daunting. I lived through the fill needed to build Hannaford (not a fun year to be living on Lord Avenue especially directly across the street!)
I am happy that you are taking a serious look at a very serious issue. Traffic jams, travel times, and accidents have increased since the addition of Wendy’s, Aldi’s, and aroma Joe’s. It is difficult for a resident to make that quick trip to the store anymore.
No
Roundabouts are a terrible idea. It might keep things going on Hoosick but will make getting onto Hoosick impossible since there will be no breaks in traffic at peak times.
Perhaps made an interactive display available on the web?
Stop development on Hoosick Road
It would have been much more beneficial to have completed this type of study before adding new business to the area.
Residents are getting screwed by the greed
both sides do not need sidewalks
Having lived in the area for 50 years I feel the only real solution unfortunately is to buy out the few businesses and houses on north side of Hoosick Rd (up to Roosevelt Ave) and widen to 5 lanes total (2 lanes each in east/west direction with a middle turning lane).
No

CAPITAL REGION Transportation Council

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TOWN OF BRUNSWICK

HOOSICK ROAD CORRIDOR STUDY

Public Information Meeting #2

Name___ Date 03/04/24

Address___

City/Town___ State___ ZipCode___

Email___

I/We wish to comment about the following aspects of the project:

(1) no round abouts — Firetrucks and large tractor trailers use Rt 7. Danger!

(2) if round about keeps traffic moving, we would have problem with left turn in to Ace, Cap Com, Country View, etc. Same for Penk, Duncans etc.

(3) Need flashing signs at crossings like RPI had for students. RRFB

(4) maybe no LEFT TURN from side streets Center Lane is a problem →

Return to:

Jesse Vogl
Creighton Manning Engineering, LLP
2 Winners Circle, Suite 201
Albany, NY 12205

Left a problem

Cap Com Ace Country View

Pine Tractor Duncans etc

Left wld be a problem

CAPITAL REGION Transportation Council

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HOOSICK ROAD CORRIDOR STUDY

Public Information Meeting #2

Name _____ Date 3/6/24

Address _____

City/Town _____ State _____ ZipCode _____

Email _____

I/We wish to comment about the following aspects of the project:

Re-evaluate 4 lanes from Slack to Lord Ave. There is addl paved road between the fog lines and curbs. Also the widening project should be re-evaluated by NYSDOT for the same scope - S/N Lake to Lord Ave (with Roundabout). This is where the congestion is the worst, and there are NO lights so timing is not going to fix that area. If DOT narrows the scope the cost should be significantly cheaper.

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CAPITAL REGION Transportation Council

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TOWN OF BRUNSWICK

HOOSICK ROAD CORRIDOR STUDY

Public Information Meeting #2

Name _____ Date 3/4/2024

Address _____

City/Town _____ State _____ ZipCode _____

Email _____

I/We wish to comment about the following aspects of the project:

Of course many local residents wish that commercial projects would simply come to a halt. This is a short-sighted approach. Communities depend on these services, such as grocery stores, hardware stores & doctor & dentist offices. The issue is that other modes of transport to these key places is effectively discouraged unless you are a non-driver. There are no bike lanes, the sidewalks are right next to heavy traffic, and the bus waits in traffic with everyone else.

We need: a dedicated bus lane running from N. Lake to Walmart and back. Create a place for people to leave their cars behind and travel comfortably on Hoosick without having to drive. Cars are the traffic. More car lanes means more cars & more traffic.

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HOOSICK ROAD CORRIDOR STUDY

Public Information Meeting #2

Name_ _____ Date 3-4-24

Address_____ _____

City/Town_____ State _____ ZipCode_____

Email_____ _____

I/We wish to comment about the following aspects of the project:

GPS is sending out of state traffic through Frear Park and over North Lake Ave to Route 142 to avoid congested Hoosick Rd.

- Park is for recreational purpose.
- North Lake is residential area

Return to:

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TOWN OF BRUNSWICK

HOOSICK ROAD CORRIDOR STUDY

Public Information Meeting #2

Name___ Date March 4, 2024

Address_____

City/Town_____State_____ZipCode_____

Email____ _____

I/We wish to comment about the following aspects of the project:

Collectively we need to think long term. The long term issue is that the Hoosick Rd Corridor is becoming a urban area (a little City). It needs to have a traditional interconnected road network that gives local people alternate routes. Most successful cities have the traditional "Grid Network". I see in your draft Corridor Study page 39 Figure 3.9 page 41 proposals for Interconnectivity - I Agree. I think there should be even more. Also I saw your study discussed Access Management. Maybe if all the Stores, restaurants were connected along the back side of their lots - shoppers would not need to go back and forth on Hoosick Rd

Return to:

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PLANNING

Putting brakes on suburban sprawl

New urbanists create walkable old-style communities to put the car in its place

New urbanists are zealots. They proselytize their antidote to alienation—new old-style towns—with a missionary's fervor. And after a frustrating first decade bucking an automobile-driven society unfriendly to their peripatetic ways, they are beginning to make great strides.

With several neotraditional neighborhoods built, public planners are taking notice. Some are even adjusting general plans and zoning for compact and walkable mixed-use towns. Suburban traffic engineers and public works officials are no longer simply recoiling at the prospect of pedestrian-friendly street patterns with narrower, gridded and tree-lined streets. And market surveys are convincing skeptics that suburban residents are content living in a town that by design nurtures both community consciousness and the individual spirit.

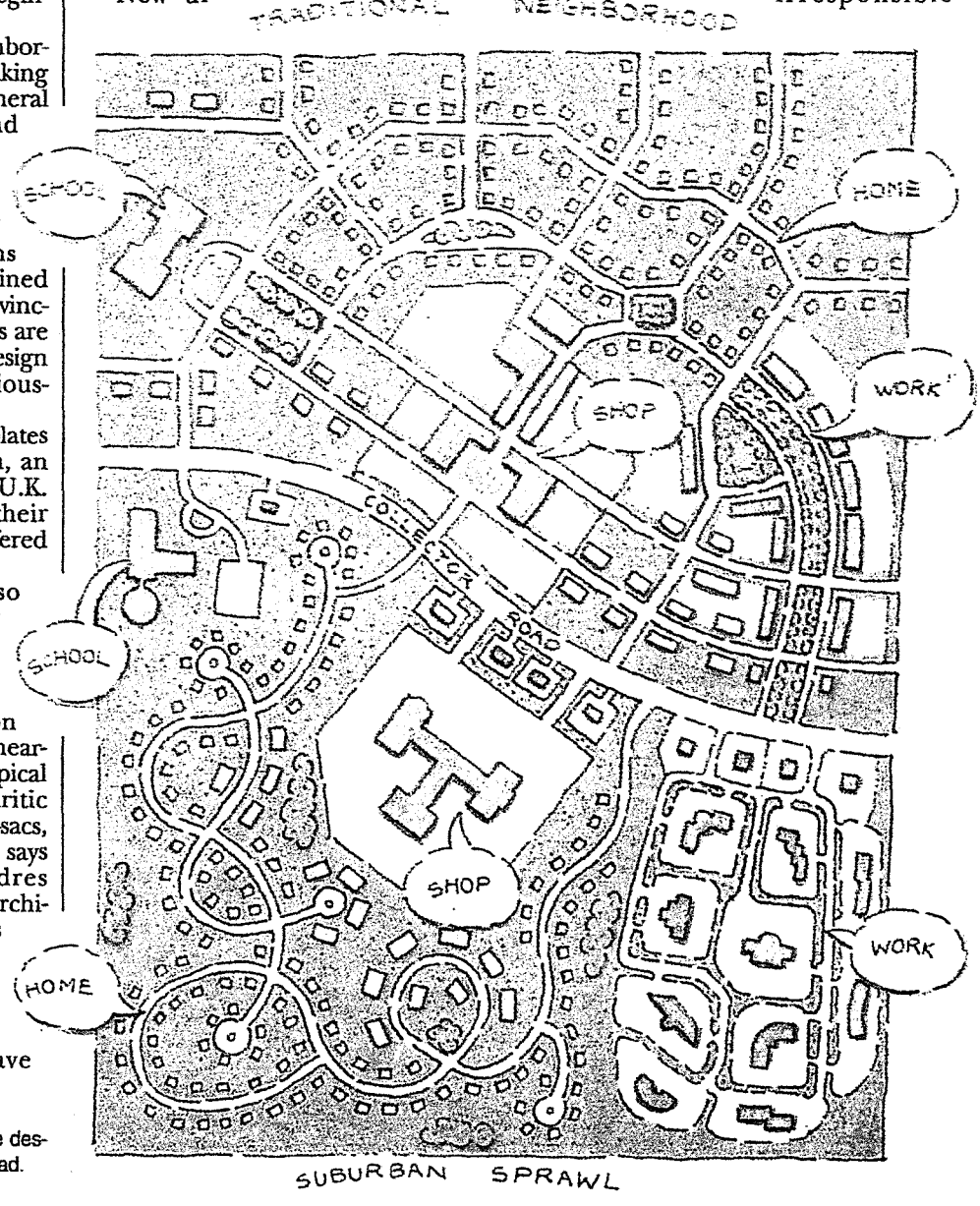
"Contemporary suburbanism isolates and separates," says Paul Murrain, an urban planner based in Oxford, U.K. Consumers are recognizing "in their hearts" the better quality of life offered by new urbanism, he adds.

Though new urbanism is also intended for cities cut to pieces by highways, it is more the planner's answer to suburban sprawl and the breakdown of community caused by a post-World War II obsession with the automobile. Apart from near-total dependence on the car, the typical suburb, with its looping or dendritic street pattern and dead-end cul-de-sacs, "is laid out so that it can't grow," says Andres Duany, partner in Andres Duany & Elizabeth Plater-Zyberk Architects Planners, Miami. "It chokes on itself in very short order."

"Suburban sprawl is riddled with flaws," Duany continues. Unfortunately, "all of the professions [involved in development] have sprawl as their model."

Even those who do not subscribe to new urbanism see a need for change. "We are finally recognizing we should plan communities not structures," says Carolyn Dekle, executive director of the South Florida Regional Planning Council, Hollywood.

"New urbanism is a return to romantic ideas of the past and does not respond to current lifestyles," says Barry Berkus, principal of two California firms, B3 Architects, Santa Barbara, and EBG Architects, Irvine. "But it is part of a knee-jerk but needed reaction to irresponsible



New urbanism (top) allows travel from one destination to another without using collector road.

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Transportation Council

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MAR 08 2024
By

TOWN OF BRUNSWICK

HOOSICK ROAD CORRIDOR STUDY

Public Information Meeting #2

Name_____ Date 3/5/24

Address_____

City/Town_____ State_____ ZipCode_____

Email_____

I/We wish to comment about the following aspects of the project:

Please SEE Attached Comments.

Return to:

Jesse Vogl
Creighton Manning Engineering, LLP
2 Winners Circle, Suite 201
Albany, NY 12205

Attachment

Comments

The report could be enhanced by indicating the emissions that result from the current and projected congestion. It is obviously more critical now that ever to stress the effects of property developments and related transportation decisions on the climate.

It would also be helpful to cite the costs of injuries and property damage that typically result from the types of accidents that have occurred on the Hoosick Corridor.

I live on Rt. 2 in a residential area with 20+ driveways and side streets and a 40 mph speed limit. It seems that traffic has increased significantly, possibly reflecting the decision by motorists to avoid Rt 7. In addition to volume, drivers routinely ignore the 40 mph speed limit to the point that my area has become a dangerous, high speed road.

It seems that the report should at least mention the role of law enforcement in dealing with safety concerns on Hoosick. Where I live, there is limited police presence and, to the extent it occurs, it is limited to ineffective patrols. This is an "accident waiting to happen" and it seems the same applies to Hoosick.

Comment re: Hoosick Road Corridor Study Workshop #2

2/19/24

Mr. Vogl -

Please find my comments below on the "Draft Final Report – Hoosick Road Corridor Study," specifically concepts 7 and 8.

Concept 7: Opposed to Riccardi Ln connection to Rt 2 *without* accompanying pedestrian and bicycle improvements on Rt 2, South Lake Ave. and the extended Riccardi Ln

There are easily over 100 homes along and off of Rt 2 between S Lake Ave and West rd, including my own. I often see neighbors walking on the side streets and venturing on to Rt 2 with its 3 foot shoulders bordered by deep drainage ditches, and significant heavy truck traffic. As it stands now this portion of Rt 2 is already a pedestrian nightmare.

I do not believe the Draft Report's assertion that connecting Rt 2 to Walmart's doorstep via Riccardi Ln (and to points north-east of the easternmost McChesney Ave and Hoosick intersection) wouldn't provide "an appealing route for through traffic on Hoosick Road to divert to." Instead, I expect such a connection would cause significant additional traffic volume on the portion of Rt 2 west of the Riccardi Ln. connection. Drivers from points east of McChesney and Hoosick will use the connection to avoid the worst of Hoosick (i.e. Lake Ave to Lord Ave) to access the Downtown, East and South Troy neighborhoods as well as points further South and West, including Watervliet, Menands and Albany. In the opposite direction, Walmart and the associated retail development will pull significant traffic from the previously noted destinations off of Hoosick and on to Rt 2.

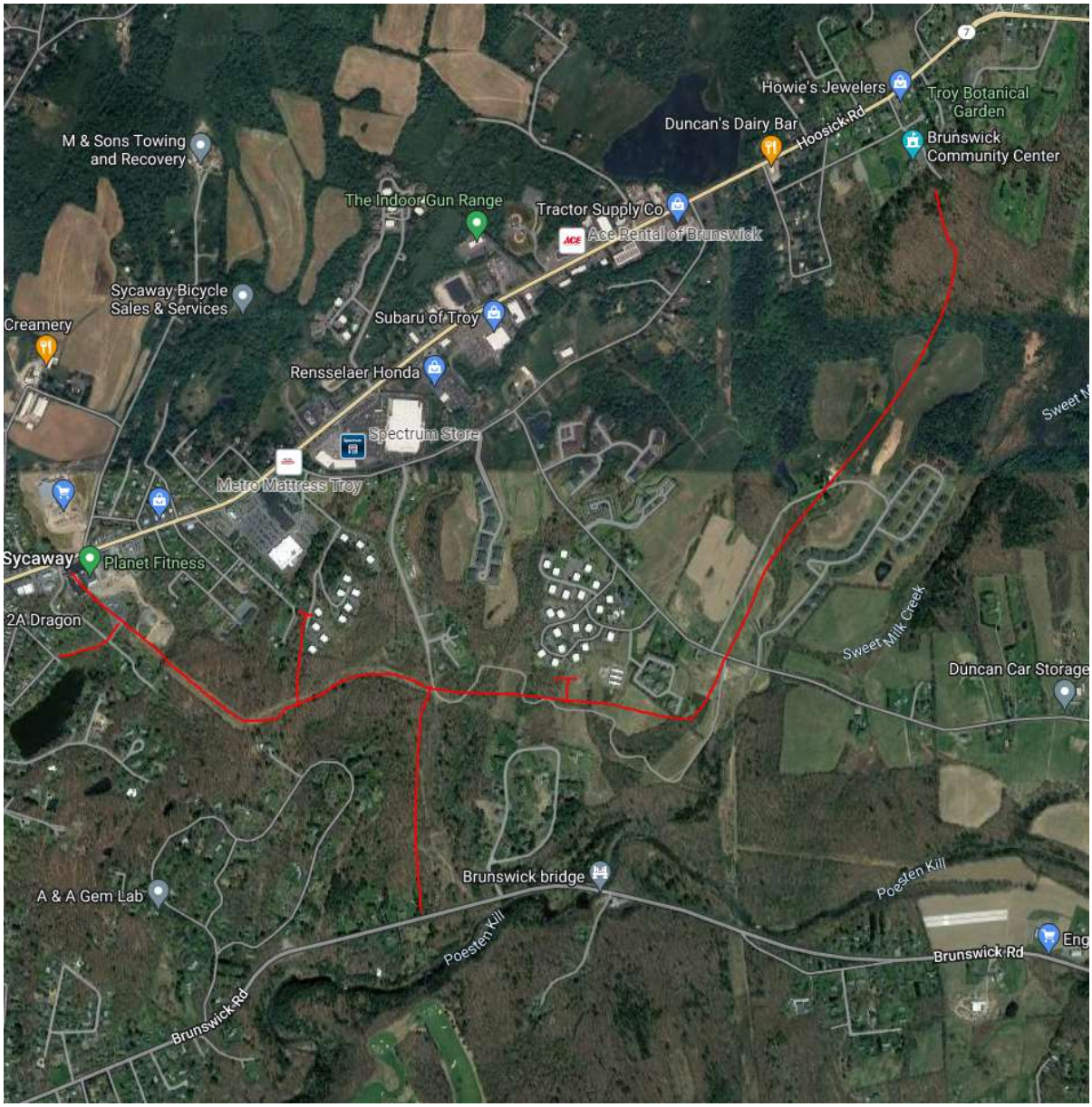
A better road network and improved emergency response capability are great, but they should not come without sidewalks or multi-use paths that safely connect the end of Troy's sidewalks at Orchard Ave & Rt 2, and Rankin Ave and S Lake Ave, along Rt 2 to an extended Riccardi Ln and up to McChesney Ave.

I would also like to note that myself and my neighbors west of the proposed Riccardi Ln extension are served by the Troy City School District. The high school is not even two miles from my home, an easy walk or bike ride that is basically impossible to make safely now and would become even worse with more traffic on an already incomplete Rt 2.

Finally, I am concerned that because none of Rt 2 was included in the Secondary Study Limit, many of my neighbors and other users of Rt 2 may have avoided participating in the study process, limiting feedback on the Riccardi Ln proposal.

Concept 8: More can be done for 'non-motorized users'

Has there been any review of the potential for utilizing existing electric transmission corridors for development of multi-use paths? A cursory look at google maps seems to indicate we could have multi-use paths connecting the Sycaway neighborhood to the proposed McChesney Ave/Ext pedestrian improvements, various apartment developments, and on to the Brunswick Community Center Trail Head at Bonesteel Ln. Example below.

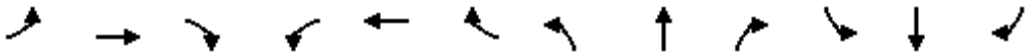


Finally, on page 40 the Draft Report notes that the "lack of sidewalks on McChesney Avenue and McChesney Avenue extension makes walking uncomfortable and acts as a barrier to access. While the wide shoulders on these roadways can accommodate pedestrians and bicyclists, the volume and speed of traffic can discourage their use by non-motorized users."

I don't really have much to add here except to ask, where are these supposed wide shoulders, and is this really the most accurate planning-speak for "these roads are a deathtrap a sane person wouldn't even let their worst enemy walk or bike along?"

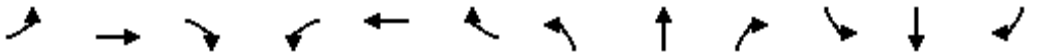
Thank you for your time on this matter.

Appendix C - Traffic Calculations



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	574	32	73	900	37	105	86	103	71	120	44
Future Volume (vph)	21	574	32	73	900	37	105	86	103	71	120	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	10	10	11	10	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1685	2979		1668	3116		1668	1705	1501	1636	1725	
Flt Permitted	0.28	1.00		0.35	1.00		0.29	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	502	2979		613	3116		502	1705	1501	1204	1725	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	22	592	33	75	928	38	108	89	106	73	124	45
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	0	0	10	0
Lane Group Flow (vph)	22	623	0	75	965	0	108	89	106	73	159	0
Heavy Vehicles (%)	0%	12%	3%	1%	7%	3%	1%	4%	4%	3%	3%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	9	
Permitted Phases	6			2			4		4	9		
Actuated Green, G (s)	83.7	83.7		88.1	88.1		35.2	23.0	30.1	25.0	17.8	
Effective Green, g (s)	83.7	83.7		88.1	88.1		35.2	23.0	30.1	25.0	17.8	
Actuated g/C Ratio	0.59	0.59		0.62	0.62		0.25	0.16	0.21	0.18	0.13	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	320	1768		436	1946		227	278	373	235	217	
v/s Ratio Prot	0.00	c0.21		0.01	c0.31		c0.04	0.05	0.01	0.02	c0.09	
v/s Ratio Perm	0.04			0.10			0.08		0.06	0.04		
v/c Ratio	0.07	0.35		0.17	0.50		0.48	0.32	0.28	0.31	0.73	
Uniform Delay, d1	13.8	14.7		11.0	14.4		43.1	52.1	46.4	49.9	59.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.1	0.9		0.6	0.2	0.2	0.3	10.5	
Delay (s)	13.8	14.9		11.1	15.3		43.7	52.3	46.6	50.2	69.9	
Level of Service	B	B		B	B		D	D	D	D	E	
Approach Delay (s)		14.9			15.0			47.2			63.9	
Approach LOS		B			B			D			E	

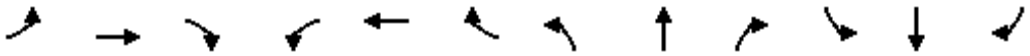
Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	141.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	760	38	115	851	72	80	93	133	85	62	34
Future Volume (vph)	42	760	38	115	851	72	80	93	133	85	62	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	10	10	11	10	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1574	3174		1668	3102		1668	1722	1516	1668	1700	
Flt Permitted	0.31	1.00		0.17	1.00		0.50	1.00	1.00	0.68	1.00	
Satd. Flow (perm)	508	3174		295	3102		874	1722	1516	1194	1700	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor (vph)	135%	135%	135%	100%	100%	100%	100%	100%	135%	135%	100%	100%
Adj. Flow (vph)	57	1036	52	116	860	73	81	94	181	116	63	34
RTOR Reduction (vph)	0	2	0	0	3	0	0	0	0	0	15	0
Lane Group Flow (vph)	57	1086	0	116	930	0	81	94	181	116	82	0
Heavy Vehicles (%)	7%	5%	0%	1%	7%	3%	1%	3%	3%	1%	2%	3%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	9	
Permitted Phases	6			2			4		4	9		
Actuated Green, G (s)	85.7	85.7		84.5	84.5		24.0	14.2	27.2	20.6	12.5	
Effective Green, g (s)	85.7	85.7		84.5	84.5		24.0	14.2	27.2	20.6	12.5	
Actuated g/C Ratio	0.61	0.61		0.60	0.60		0.17	0.10	0.19	0.15	0.09	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	416	1929		303	1859		203	173	346	201	150	
v/s Ratio Prot	0.01	c0.34		0.04	0.30		0.03	0.05	c0.05	c0.03	0.05	
v/s Ratio Perm	0.07			0.19			0.04		0.07	0.05		
v/c Ratio	0.14	0.56		0.38	0.50		0.40	0.54	0.52	0.58	0.55	
Uniform Delay, d1	12.2	16.5		15.3	16.2		51.1	60.3	51.1	55.3	61.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.5		0.3	1.0		0.5	1.9	0.7	2.5	2.2	
Delay (s)	12.3	16.9		15.6	17.1		51.6	62.2	51.7	57.8	63.8	
Level of Service	B	B		B	B		D	E	D	E	E	
Approach Delay (s)		16.7			17.0			54.5			60.5	
Approach LOS		B			B			D			E	

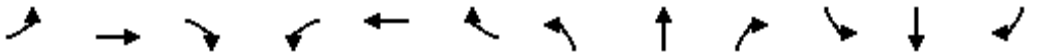
Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	141.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



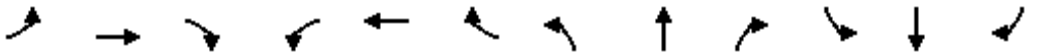
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	878	45	107	810	55	67	133	164	61	99	29
Future Volume (vph)	36	878	45	107	810	55	67	133	164	61	99	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	10	10	11	10	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1685	3255		1668	3141		1652	1739	1546	1652	1773	
Flt Permitted	0.31	1.00		0.21	1.00		0.38	1.00	1.00	0.51	1.00	
Satd. Flow (perm)	555	3255		372	3141		660	1739	1546	886	1773	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	38	924	47	113	853	58	71	140	173	64	104	31
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	0	0	8	0
Lane Group Flow (vph)	38	969	0	113	909	0	71	140	173	64	127	0
Heavy Vehicles (%)	0%	2%	5%	1%	6%	0%	2%	2%	1%	2%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	9	
Permitted Phases	6			2			4		4	9		
Actuated Green, G (s)	85.8	85.8		89.9	89.9		25.0	16.7	28.9	21.0	14.7	
Effective Green, g (s)	85.8	85.8		89.9	89.9		25.0	16.7	28.9	21.0	14.7	
Actuated g/C Ratio	0.61	0.61		0.64	0.64		0.18	0.12	0.20	0.15	0.10	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	402	1980		349	2002		175	205	371	166	184	
v/s Ratio Prot	0.01	c0.30		0.03	0.29		c0.02	c0.08	c0.04	0.02	0.07	
v/s Ratio Perm	0.05			0.18			0.05		0.07	0.04		
v/c Ratio	0.09	0.49		0.32	0.45		0.41	0.68	0.47	0.39	0.69	
Uniform Delay, d1	11.6	15.4		12.1	13.0		50.1	59.6	49.3	53.2	61.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.3		0.2	0.7		0.6	7.3	0.3	0.5	8.3	
Delay (s)	11.6	15.7		12.3	13.8		50.6	66.9	49.6	53.7	69.2	
Level of Service	B	B		B	B		D	E	D	D	E	
Approach Delay (s)		15.5			13.6			56.1			64.3	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	141.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	503	31	72	789	36	103	84	101	70	118	43
Future Volume (vph)	21	503	31	72	789	36	103	84	101	70	118	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	10	10	11	10	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1685	2978		1668	3115		1668	1705	1501	1636	1726	
Flt Permitted	0.33	1.00		0.38	1.00		0.30	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	586	2978		676	3115		535	1705	1501	1206	1726	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	22	519	32	74	813	37	106	87	104	72	122	44
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	0	0	10	0
Lane Group Flow (vph)	22	549	0	74	848	0	106	87	104	72	156	0
Heavy Vehicles (%)	0%	12%	3%	1%	7%	3%	1%	4%	4%	3%	3%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	9	
Permitted Phases	6			2			4		4	9		
Actuated Green, G (s)	83.5	83.5		87.9	87.9		35.0	22.7	29.8	25.8	18.1	
Effective Green, g (s)	83.5	83.5		87.9	87.9		35.0	22.7	29.8	25.8	18.1	
Actuated g/C Ratio	0.59	0.59		0.62	0.62		0.25	0.16	0.21	0.18	0.13	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	368	1763		471	1941		231	274	370	244	221	
v/s Ratio Prot	0.00	c0.18		0.01	c0.27		c0.04	0.05	0.01	0.02	c0.09	
v/s Ratio Perm	0.03			0.09			0.07		0.06	0.04		
v/c Ratio	0.06	0.31		0.16	0.44		0.46	0.32	0.28	0.30	0.71	
Uniform Delay, d1	12.4	14.4		10.9	13.7		43.1	52.3	46.6	49.2	58.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.1		0.1	0.7		0.5	0.2	0.2	0.2	8.2	
Delay (s)	12.4	14.5		11.0	14.5		43.6	52.5	46.8	49.5	67.1	
Level of Service	B	B		B	B		D	D	D	D	E	
Approach Delay (s)		14.4			14.2			47.3			61.8	
Approach LOS		B			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	24.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	141.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



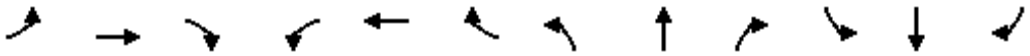
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	623	37	113	732	71	78	91	130	83	61	33
Future Volume (vph)	41	623	37	113	732	71	78	91	130	83	61	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	10	10	11	10	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1574	3171		1668	3099		1668	1722	1516	1668	1701	
Flt Permitted	0.35	1.00		0.24	1.00		0.61	1.00	1.00	0.56	1.00	
Satd. Flow (perm)	573	3171		414	3099		1079	1722	1516	976	1701	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor (vph)	135%	135%	135%	100%	100%	100%	100%	100%	135%	135%	100%	100%
Adj. Flow (vph)	56	850	50	114	739	72	79	92	177	113	62	33
RTOR Reduction (vph)	0	2	0	0	3	0	0	0	0	0	15	0
Lane Group Flow (vph)	56	898	0	114	808	0	79	92	177	113	80	0
Heavy Vehicles (%)	7%	5%	0%	1%	7%	3%	1%	3%	3%	1%	2%	3%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	9	
Permitted Phases	6			2			4		4	9		
Actuated Green, G (s)	85.7	85.7		89.6	89.6		22.3	12.3	24.6	23.7	13.0	
Effective Green, g (s)	85.7	85.7		89.6	89.6		22.3	12.3	24.6	23.7	13.0	
Actuated g/C Ratio	0.61	0.61		0.64	0.64		0.16	0.09	0.17	0.17	0.09	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	407	1927		372	1969		212	150	318	216	156	
v/s Ratio Prot	0.01	c0.28		0.03	0.26		0.03	0.05	c0.05	c0.04	0.05	
v/s Ratio Perm	0.08			0.17			0.03		0.07	0.05		
v/c Ratio	0.14	0.47		0.31	0.41		0.37	0.61	0.56	0.52	0.52	
Uniform Delay, d1	12.0	15.1		11.8	12.7		52.5	62.1	53.2	52.4	61.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.2		0.2	0.6		0.4	5.1	1.2	1.1	1.2	
Delay (s)	12.1	15.4		12.0	13.3		52.9	67.2	54.4	53.4	62.2	
Level of Service	B	B		B	B		D	E	D	D	E	
Approach Delay (s)		15.2			13.1			57.4			57.4	
Approach LOS		B			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	141.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	725	44	105	679	54	66	130	161	60	97	12
Future Volume (vph)	35	725	44	105	679	54	66	130	161	60	97	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	10	10	11	10	11	11
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1685	3250		1668	3138		1652	1739	1546	1652	1806	
Flt Permitted	0.36	1.00		0.28	1.00		0.49	1.00	1.00	0.46	1.00	
Satd. Flow (perm)	637	3250		488	3138		846	1739	1546	801	1806	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	763	46	111	715	57	69	137	169	63	102	13
RTOR Reduction (vph)	0	2	0	0	2	0	0	0	0	0	4	0
Lane Group Flow (vph)	37	807	0	111	770	0	69	137	169	63	111	0
Heavy Vehicles (%)	0%	2%	5%	1%	6%	0%	2%	2%	1%	2%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	9	
Permitted Phases	6			2			4		4	9		
Actuated Green, G (s)	88.5	88.5		92.4	92.4		23.5	15.4	25.2	21.9	14.6	
Effective Green, g (s)	88.5	88.5		92.4	92.4		23.5	15.4	25.2	21.9	14.6	
Actuated g/C Ratio	0.63	0.63		0.66	0.66		0.17	0.11	0.18	0.16	0.10	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	443	2039		401	2056		187	189	331	168	187	
v/s Ratio Prot	0.00	c0.25		0.02	0.25		c0.02	c0.08	c0.04	0.02	0.06	
v/s Ratio Perm	0.05			0.16			0.04		0.07	0.04		
v/c Ratio	0.08	0.40		0.28	0.37		0.37	0.72	0.51	0.38	0.60	
Uniform Delay, d1	10.4	13.0		10.1	11.1		51.2	60.8	52.3	52.4	60.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.0	0.2		0.1	0.5		0.4	11.1	0.6	0.5	3.4	
Delay (s)	10.4	13.2		10.3	11.6		51.6	71.8	52.9	52.9	63.8	
Level of Service	B	B		B	B		D	E	D	D	E	
Approach Delay (s)		13.1			11.5			59.6			59.9	
Approach LOS		B			B			E			E	

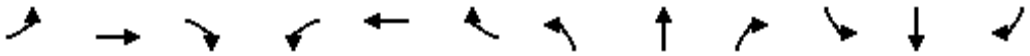
Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	141.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	747	1	9	978	6	5	1	13	17	0	3
Future Volume (Veh/h)	1	747	1	9	978	6	5	1	13	17	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1	778	1	9	1019	6	5	1	14	18	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					1049							
pX, platoon unblocked	0.47						0.47	0.47		0.47	0.47	0.47
vC, conflicting volume	1025			779			1820	1824	778	1834	1821	1022
vC1, stage 1 conf vol							780	780		1040	1040	
vC2, stage 2 conf vol							1040	1043		794	781	
vCu, unblocked vol	497			779			2177	2183	778	2206	2178	491
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			97	100	96	91	100	99
cM capacity (veh/h)	510			847			199	202	399	195	202	276

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	1	779	9	1025	20	21
Volume Left	1	0	9	0	5	18
Volume Right	0	1	0	6	14	3
cSH	510	1700	847	1700	307	204
Volume to Capacity	0.00	0.46	0.01	0.60	0.07	0.10
Queue Length 95th (ft)	0	0	1	0	5	8
Control Delay (s)	12.1	0.0	9.3	0.0	17.6	24.7
Lane LOS	B		A		C	C
Approach Delay (s)	0.0		0.1		17.6	24.7
Approach LOS					C	C

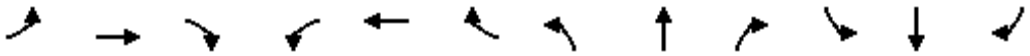
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	976	1	20	1033	14	3	1	37	29	0	3
Future Volume (Veh/h)	1	976	1	20	1033	14	3	1	37	29	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	1271	1	21	1076	15	3	1	48	38	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					1049							
pX, platoon unblocked	0.48						0.48	0.48		0.48	0.48	0.48
vC, conflicting volume	1091			1272			2396	2408	1272	2449	2402	1084
vC1, stage 1 conf vol							1276	1276		1126	1126	
vC2, stage 2 conf vol							1121	1133		1324	1276	
vCu, unblocked vol	650			1272			3362	3387	1272	3471	3373	635
tC, single (s)	5.1			4.1			7.1	7.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	6.5		6.1	5.5	
tF (s)	3.1			2.2			3.5	4.9	3.3	3.5	4.0	3.3
p0 queue free %	99			96			98	99	77	61	100	99
cM capacity (veh/h)	291			553			130	96	207	97	137	232

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	2	1272	21	1091	52	41
Volume Left	2	0	21	0	3	38
Volume Right	0	1	0	15	48	3
cSH	291	1700	553	1700	196	101
Volume to Capacity	0.01	0.75	0.04	0.64	0.27	0.41
Queue Length 95th (ft)	1	0	3	0	26	42
Control Delay (s)	17.5	0.0	11.8	0.0	29.9	63.2
Lane LOS	C		B		D	F
Approach Delay (s)	0.0		0.2		29.9	63.2
Approach LOS					D	F

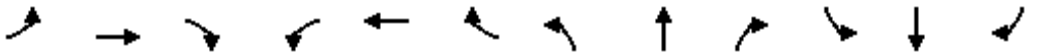
Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	79.8%	ICU Level of Service	D	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1010	3	19	978	23	0	0	42	29	0	4
Future Volume (Veh/h)	1	1010	3	19	978	23	0	0	42	29	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	1063	3	20	1029	24	0	0	44	31	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					1049							
pX, platoon unblocked	0.51						0.51	0.51		0.51	0.51	0.51
vC, conflicting volume	1053			1066			2140	2160	1064	2190	2149	1041
vC1, stage 1 conf vol							1066	1066		1081	1081	
vC2, stage 2 conf vol							1073	1093		1109	1068	
vCu, unblocked vol	620			1066			2760	2799	1064	2859	2778	596
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			100	100	84	77	100	98
cM capacity (veh/h)	493			661			159	166	273	136	165	258

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	1	1066	20	1053	44	35
Volume Left	1	0	20	0	0	31
Volume Right	0	3	0	24	44	4
cSH	493	1700	661	1700	273	144
Volume to Capacity	0.00	0.63	0.03	0.62	0.16	0.24
Queue Length 95th (ft)	0	0	2	0	14	23
Control Delay (s)	12.3	0.0	10.6	0.0	20.7	38.0
Lane LOS	B		B		C	E
Approach Delay (s)	0.0		0.2		20.7	38.0
Approach LOS					C	E

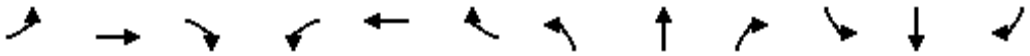
Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	68.5%	ICU Level of Service		C
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	672	1	9	865	6	5	1	13	17	0	3
Future Volume (Veh/h)	1	672	1	9	865	6	5	1	13	17	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	1	700	1	9	901	6	5	1	14	18	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					1049							
pX, platoon unblocked	0.56						0.56	0.56		0.56	0.56	0.56
vC, conflicting volume	907			701			1624	1628	700	1638	1625	904
vC1, stage 1 conf vol							702	702		922	922	
vC2, stage 2 conf vol							922	925		716	703	
vCu, unblocked vol	437			701			1723	1729	700	1748	1724	432
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			98	100	97	93	100	99
cM capacity (veh/h)	632			905			248	250	442	243	249	350

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	1	701	9	907	20	21
Volume Left	1	0	9	0	5	18
Volume Right	0	1	0	6	14	3
cSH	632	1700	905	1700	358	254
Volume to Capacity	0.00	0.41	0.01	0.53	0.06	0.08
Queue Length 95th (ft)	0	0	1	0	4	7
Control Delay (s)	10.7	0.0	9.0	0.0	15.6	20.5
Lane LOS	B		A		C	C
Approach Delay (s)	0.0		0.1		15.6	20.5
Approach LOS					C	C

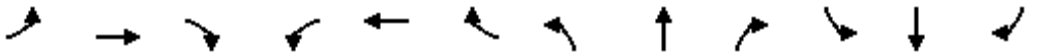
Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	55.9%	ICU Level of Service		B
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	834	1	20	910	14	3	1	36	28	0	3
Future Volume (Veh/h)	1	834	1	20	910	14	3	1	36	28	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	2	1086	1	21	948	15	3	1	47	36	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					1049							
pX, platoon unblocked	0.51						0.51	0.51		0.51	0.51	0.51
vC, conflicting volume	963			1087			2084	2096	1086	2135	2088	956
vC1, stage 1 conf vol							1090	1090		998	998	
vC2, stage 2 conf vol							993	1005		1138	1091	
vCu, unblocked vol	442			1087			2649	2673	1086	2751	2659	428
tC, single (s)	5.1			4.1			7.1	7.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	6.5		6.1	5.5	
tF (s)	3.1			2.2			3.5	4.9	3.3	3.5	4.0	3.3
p0 queue free %	99			97			98	99	82	74	100	99
cM capacity (veh/h)	379			649			175	128	265	138	178	321

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	2	1087	21	963	51	39
Volume Left	2	0	21	0	3	36
Volume Right	0	1	0	15	47	3
cSH	379	1700	649	1700	252	144
Volume to Capacity	0.01	0.64	0.03	0.57	0.20	0.27
Queue Length 95th (ft)	0	0	3	0	18	26
Control Delay (s)	14.6	0.0	10.7	0.0	22.8	39.0
Lane LOS	B		B		C	E
Approach Delay (s)	0.0		0.2		22.8	39.0
Approach LOS					C	E

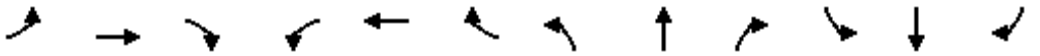
Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	70.4%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	853	3	19	843	23	0	0	41	28	0	4
Future Volume (Veh/h)	1	853	3	19	843	23	0	0	41	28	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	1	898	3	20	887	24	0	0	43	29	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			TWLTL							
Median storage veh)		2			2							
Upstream signal (ft)					1049							
pX, platoon unblocked	0.58						0.58	0.58		0.58	0.58	0.58
vC, conflicting volume	911			901			1832	1852	900	1882	1842	899
vC1, stage 1 conf vol							902	902		939	939	
vC2, stage 2 conf vol							931	951		943	903	
vCu, unblocked vol	489			901			2071	2105	900	2156	2087	469
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			100	100	87	84	100	99
cM capacity (veh/h)	632			763			214	218	340	186	216	349

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	1	901	20	911	43	33
Volume Left	1	0	20	0	0	29
Volume Right	0	3	0	24	43	4
cSH	632	1700	763	1700	340	197
Volume to Capacity	0.00	0.53	0.03	0.54	0.13	0.17
Queue Length 95th (ft)	0	0	2	0	11	15
Control Delay (s)	10.7	0.0	9.8	0.0	17.1	26.9
Lane LOS	B		A		C	D
Approach Delay (s)	0.0		0.2		17.1	26.9
Approach LOS					C	D

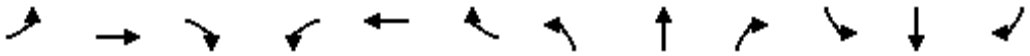
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	60.9%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	659	104	89	858	16	88	10	73	20	14	32
Future Volume (vph)	14	659	104	89	858	16	88	10	73	20	14	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.87		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	1592		1685	1648		1805	1650		1719	1702	
Flt Permitted	0.17	1.00		0.10	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (perm)	308	1592		184	1648		1900	1650		1810	1702	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	709	112	96	923	17	95	11	78	22	15	34
RTOR Reduction (vph)	0	3	0	0	0	0	0	71	0	0	32	0
Lane Group Flow (vph)	15	818	0	96	940	0	95	18	0	22	17	0
Heavy Vehicles (%)	0%	9%	0%	0%	6%	6%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		8	3		4	7	
Permitted Phases	6			2			3			7		
Actuated Green, G (s)	46.7	45.7		49.9	49.9		7.8	7.8		4.3	4.3	
Effective Green, g (s)	46.7	45.7		49.9	49.9		7.8	7.8		4.3	4.3	
Actuated g/C Ratio	0.56	0.54		0.59	0.59		0.09	0.09		0.05	0.05	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	198	865		214	977		176	153		92	87	
v/s Ratio Prot	0.00	c0.51		0.03	c0.57		0.05	0.01		0.01	0.01	
v/s Ratio Perm	0.04			0.23			c0.01			c0.00		
v/c Ratio	0.08	0.95		0.45	0.96		0.54	0.12		0.24	0.19	
Uniform Delay, d1	20.5	18.0		14.2	16.2		36.6	35.0		36.6	38.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	18.5		0.5	19.9		1.6	0.1		0.5	0.4	
Delay (s)	20.5	36.5		14.7	36.1		38.2	35.1		37.1	38.6	
Level of Service	C	D		B	D		D	D		D	D	
Approach Delay (s)		36.2			34.1			36.7			38.2	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	21.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

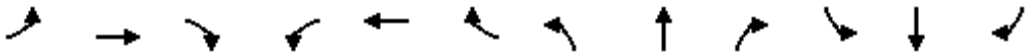
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	918	84	70	926	53	100	8	80	34	6	42
Future Volume (vph)	39	918	84	70	926	53	100	8	80	34	6	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.86		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1620	1624		1685	1644		1736	1608		1805	1651	
Flt Permitted	0.10	1.00		0.10	1.00		0.00	1.00		0.00	1.00	
Satd. Flow (perm)	172	1624		177	1644		0	1608		0	1651	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor (vph)	115%	115%	115%	100%	100%	100%	100%	100%	115%	115%	100%	100%
Adj. Flow (vph)	45	1066	98	71	935	54	101	8	93	39	6	42
RTOR Reduction (vph)	0	2	0	0	1	0	0	87	0	0	40	0
Lane Group Flow (vph)	45	1162	0	71	988	0	101	14	0	39	8	0
Heavy Vehicles (%)	4%	6%	12%	0%	6%	0%	4%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		8	3		4	7	
Permitted Phases	6			2			3			7		
Actuated Green, G (s)	45.1	44.1		45.3	45.3		7.6	5.3		5.5	3.2	
Effective Green, g (s)	45.1	44.1		45.3	45.3		7.6	5.3		5.5	3.2	
Actuated g/C Ratio	0.56	0.54		0.56	0.56		0.09	0.07		0.07	0.04	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	167	883		195	918		162	105		122	65	
v/s Ratio Prot	0.01	c0.72		0.02	c0.60		c0.06	0.01		c0.02	0.00	
v/s Ratio Perm	0.14			0.18								
v/c Ratio	0.27	1.32		0.36	1.08		0.62	0.13		0.32	0.12	
Uniform Delay, d1	27.2	18.5		16.6	17.9		35.4	35.7		36.0	37.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	150.3		0.4	52.5		5.3	0.2		0.6	0.3	
Delay (s)	27.5	168.8		17.0	70.4		40.7	35.9		36.6	37.9	
Level of Service	C	F		B	E		D	D		D	D	
Approach Delay (s)		163.5			66.8			38.3			37.3	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	109.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	21.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	917	131	114	808	32	154	17	122	65	7	58
Future Volume (vph)	32	917	131	114	808	32	154	17	122	65	7	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.87		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	1661		1685	1677		1805	1651		1770	1602	
Flt Permitted	0.16	1.00		0.11	1.00		0.00	1.00		0.00	1.00	
Satd. Flow (perm)	279	1661		195	1677		0	1651		0	1602	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	33	945	135	118	833	33	159	18	126	67	7	60
RTOR Reduction (vph)	0	3	0	0	1	0	0	116	0	0	57	0
Lane Group Flow (vph)	33	1077	0	118	865	0	159	28	0	67	10	0
Heavy Vehicles (%)	0%	4%	0%	0%	4%	0%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		8	3		4	7	
Permitted Phases	6			2			3			7		
Actuated Green, G (s)	42.9	41.9		44.6	44.6		11.5	7.1		8.9	4.5	
Effective Green, g (s)	42.9	41.9		44.6	44.6		11.5	7.1		8.9	4.5	
Actuated g/C Ratio	0.49	0.48		0.51	0.51		0.13	0.08		0.10	0.05	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	226	799		240	858		238	134		180	82	
v/s Ratio Prot	0.01	c0.65		0.05	c0.52		c0.09	0.02		c0.04	0.01	
v/s Ratio Perm	0.06			0.21								
v/c Ratio	0.15	1.35		0.49	1.01		0.67	0.21		0.37	0.12	
Uniform Delay, d1	25.2	22.6		17.6	21.2		36.0	37.4		36.5	39.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	164.8		0.6	32.7		5.4	0.3		0.5	0.2	
Delay (s)	25.3	187.4		18.2	54.0		41.4	37.7		37.0	39.7	
Level of Service	C	F		B	D		D	D		D	D	
Approach Delay (s)		182.6			49.7			39.6			38.3	
Approach LOS		F			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	106.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	87.1	Sum of lost time (s)	21.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

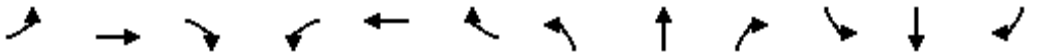
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	603	85	78	764	16	70	10	63	20	14	31
Future Volume (vph)	14	603	85	78	764	16	70	10	63	20	14	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.87		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	1594		1685	1648		1805	1655		1719	1704	
Flt Permitted	0.25	1.00		0.17	1.00		1.00	1.00		1.00	1.00	
Satd. Flow (perm)	451	1594		301	1648		1900	1655		1810	1704	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	15	648	91	84	822	17	75	11	68	22	15	33
RTOR Reduction (vph)	0	3	0	0	0	0	0	62	0	0	31	0
Lane Group Flow (vph)	15	736	0	84	839	0	75	17	0	22	17	0
Heavy Vehicles (%)	0%	9%	0%	0%	6%	6%	0%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		8	3		4	7	
Permitted Phases	6			2			3			7		
Actuated Green, G (s)	47.6	46.6		50.6	50.6		7.5	7.5		4.4	4.4	
Effective Green, g (s)	47.6	46.6		50.6	50.6		7.5	7.5		4.4	4.4	
Actuated g/C Ratio	0.57	0.55		0.60	0.60		0.09	0.09		0.05	0.05	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	278	883		273	991		169	147		94	89	
v/s Ratio Prot	0.00	c0.46		0.02	c0.51		0.03	0.01		0.01	0.01	
v/s Ratio Perm	0.03			0.16			c0.01			c0.00		
v/c Ratio	0.05	0.83		0.31	0.85		0.44	0.12		0.23	0.19	
Uniform Delay, d1	14.7	15.5		11.3	13.6		36.5	35.2		36.8	38.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.0	6.5		0.2	6.5		0.7	0.1		0.5	0.4	
Delay (s)	14.7	22.1		11.5	20.1		37.1	35.4		37.2	38.5	
Level of Service	B	C		B	C		D	D		D	D	
Approach Delay (s)		21.9			19.3			36.2			38.1	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	84.1	Sum of lost time (s)	21.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	824	36	44	849	52	54	8	54	33	6	41
Future Volume (vph)	38	824	36	44	849	52	54	8	54	33	6	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.87		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1620	1639		1685	1644		1736	1618		1805	1651	
Flt Permitted	0.17	1.00		0.10	1.00		0.00	1.00		0.00	1.00	
Satd. Flow (perm)	292	1639		176	1644		0	1618		0	1651	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor (vph)	115%	115%	115%	100%	100%	100%	100%	100%	115%	115%	100%	100%
Adj. Flow (vph)	44	957	42	44	858	53	55	8	63	38	6	41
RTOR Reduction (vph)	0	1	0	0	1	0	0	59	0	0	39	0
Lane Group Flow (vph)	44	998	0	44	910	0	55	12	0	38	8	0
Heavy Vehicles (%)	4%	6%	12%	0%	6%	0%	4%	0%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		8	3		4	7	
Permitted Phases	6			2			3			7		
Actuated Green, G (s)	44.6	43.6		43.6	43.6		5.8	4.8		4.1	3.1	
Effective Green, g (s)	44.6	43.6		43.6	43.6		5.8	4.8		4.1	3.1	
Actuated g/C Ratio	0.58	0.57		0.57	0.57		0.08	0.06		0.05	0.04	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	226	930		164	933		131	101		96	66	
v/s Ratio Prot	0.01	c0.61		0.01	c0.55		c0.03	0.01		c0.02	0.00	
v/s Ratio Perm	0.10			0.14								
v/c Ratio	0.19	1.07		0.27	0.98		0.42	0.12		0.40	0.12	
Uniform Delay, d1	19.1	16.6		16.2	16.1		33.9	34.0		35.2	35.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	51.2		0.3	23.3		0.8	0.2		1.0	0.3	
Delay (s)	19.2	67.8		16.5	39.4		34.7	34.2		36.1	35.8	
Level of Service	B	E		B	D		C	C		D	D	
Approach Delay (s)		65.8			38.3			34.4			36.0	
Approach LOS		E			D			C			D	

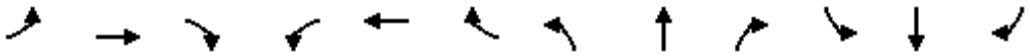
Intersection Summary			
HCM 2000 Control Delay	51.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	76.8	Sum of lost time (s)	21.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



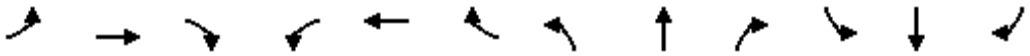
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	820	71	82	736	31	92	17	92	64	7	57
Future Volume (vph)	31	820	71	82	736	31	92	17	92	64	7	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	10	10	10	10	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.87		1.00	0.87	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1685	1670		1685	1677		1805	1660		1770	1602	
Flt Permitted	0.25	1.00		0.10	1.00		0.00	1.00		0.00	1.00	
Satd. Flow (perm)	449	1670		181	1677		0	1660		0	1602	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	32	845	73	85	759	32	95	18	95	66	7	59
RTOR Reduction (vph)	0	1	0	0	1	0	0	88	0	0	55	0
Lane Group Flow (vph)	32	917	0	85	790	0	95	25	0	66	11	0
Heavy Vehicles (%)	0%	4%	0%	0%	4%	0%	0%	0%	0%	2%	0%	3%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		8	3		4	7	
Permitted Phases	6			2			3			7		
Actuated Green, G (s)	43.2	42.2		44.7	44.7		7.2	6.2		6.7	5.7	
Effective Green, g (s)	43.2	42.2		44.7	44.7		7.2	6.2		6.7	5.7	
Actuated g/C Ratio	0.53	0.52		0.55	0.55		0.09	0.08		0.08	0.07	
Clearance Time (s)	5.0	6.0		5.0	6.0		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	284	862		202	917		159	125		145	111	
v/s Ratio Prot	0.00	c0.55		0.03	c0.47		c0.05	0.02		c0.04	0.01	
v/s Ratio Perm	0.06			0.20								
v/c Ratio	0.11	1.06		0.42	0.86		0.60	0.20		0.46	0.10	
Uniform Delay, d1	16.7	19.8		16.7	15.8		35.9	35.4		35.8	35.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	48.9		0.5	8.1		4.0	0.3		0.8	0.1	
Delay (s)	16.7	68.7		17.3	23.9		39.8	35.7		36.6	35.7	
Level of Service	B	E		B	C		D	D		D	D	
Approach Delay (s)		66.9			23.3			37.6			36.2	
Approach LOS		E			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	81.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	669	84	10	939	0	47	0	8	4	0	5
Future Volume (vph)	1	669	84	10	939	0	47	0	8	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1685	1637	1498	1685	1669			1770	1292		1719	
Flt Permitted	0.07	1.00	1.00	0.32	1.00			0.75	1.00		0.86	
Satd. Flow (perm)	128	1637	1498	565	1669			1400	1292		1509	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1	690	87	10	968	0	48	0	8	4	0	5
RTOR Reduction (vph)	0	0	40	0	0	0	0	0	8	0	8	0
Lane Group Flow (vph)	1	690	47	10	968	0	0	48	0	0	1	0
Heavy Vehicles (%)	0%	7%	3%	0%	5%	0%	2%	0%	25%	0%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	70.7	70.7	70.7	93.7	92.7			8.0	8.0		8.0	
Effective Green, g (s)	70.7	70.7	70.7	93.7	92.7			8.0	8.0		8.0	
Actuated g/C Ratio	0.54	0.54	0.54	0.71	0.70			0.06	0.06		0.06	
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	6.5			2.0	2.0		2.0	
Lane Grp Cap (vph)	249	876	802	717	1172			84	78		91	
v/s Ratio Prot	0.00	c0.42		0.00	c0.58							
v/s Ratio Perm	0.00		0.03	0.01				c0.03	0.00		0.00	
v/c Ratio	0.00	0.79	0.06	0.01	0.83			0.57	0.01		0.01	
Uniform Delay, d1	21.8	24.6	14.7	9.6	13.9			60.3	58.3		58.3	
Progression Factor	1.00	1.00	1.00	1.20	1.12			1.00	1.00		1.00	
Incremental Delay, d2	0.0	7.1	0.1	0.0	4.7			5.7	0.0		0.0	
Delay (s)	21.8	31.7	14.8	11.6	20.3			66.0	58.3		58.3	
Level of Service	C	C	B	B	C			E	E		E	
Approach Delay (s)		29.8			20.2			64.9			58.3	
Approach LOS		C			C			E			E	

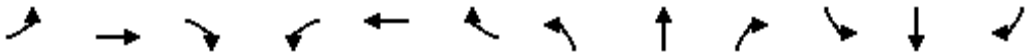
Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	890	142	45	913	0	132	0	40	1	0	4
Future Volume (vph)	1	890	142	45	913	0	132	0	40	1	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1685	1653	1483	1685	1653			1770	1615		1398	
Flt Permitted	0.10	1.00	1.00	0.14	1.00			0.75	1.00		0.96	
Satd. Flow (perm)	182	1653	1483	255	1653			1405	1615		1352	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor (vph)	105%	105%	105%	100%	100%	100%	100%	100%	105%	105%	100%	100%
Adj. Flow (vph)	1	944	151	45	922	0	133	0	42	1	0	4
RTOR Reduction (vph)	0	0	46	0	0	0	0	0	37	0	4	0
Lane Group Flow (vph)	1	944	105	45	922	0	0	133	5	0	1	0
Heavy Vehicles (%)	0%	6%	4%	0%	6%	0%	2%	0%	0%	100%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	78.0	78.0	78.0	89.0	88.0			16.2	16.2		16.2	
Effective Green, g (s)	78.0	78.0	78.0	89.0	88.0			16.2	16.2		16.2	
Actuated g/C Ratio	0.59	0.59	0.59	0.67	0.67			0.12	0.12		0.12	
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	6.5			2.0	2.0		2.0	
Lane Grp Cap (vph)	241	976	876	408	1102			172	198		165	
v/s Ratio Prot	0.00	c0.57		0.02	c0.56							
v/s Ratio Perm	0.00		0.07	0.06				c0.09	0.00		0.00	
v/c Ratio	0.00	0.97	0.12	0.11	0.84			0.77	0.03		0.00	
Uniform Delay, d1	18.8	25.8	11.9	26.2	16.6			56.1	51.0		50.8	
Progression Factor	1.00	1.00	1.00	1.48	1.42			1.00	1.00		1.00	
Incremental Delay, d2	0.0	21.9	0.3	0.0	5.7			17.6	0.0		0.0	
Delay (s)	18.8	47.7	12.2	38.7	29.2			73.8	51.0		50.8	
Level of Service	B	D	B	D	C			E	D		D	
Approach Delay (s)		42.8			29.6			68.3			50.8	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

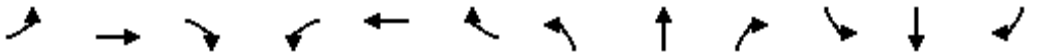
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	912	198	38	841	0	110	0	32	0	0	3
Future Volume (vph)	1	912	198	38	841	0	110	0	32	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		1.00	
Satd. Flow (prot)	1685	1701	1512	1685	1669			1805	1615		1644	
Flt Permitted	0.08	1.00	1.00	0.20	1.00			0.76	1.00		1.00	
Satd. Flow (perm)	141	1701	1512	346	1669			1436	1615		1644	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1	940	204	39	867	0	113	0	33	0	0	3
RTOR Reduction (vph)	0	0	58	0	0	0	0	0	29	0	3	0
Lane Group Flow (vph)	1	940	146	39	867	0	0	113	4	0	0	0
Heavy Vehicles (%)	0%	3%	2%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm		NA	
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	81.3	81.3	81.3	81.7	80.7			14.9	14.9		14.9	
Effective Green, g (s)	81.3	81.3	81.3	81.7	80.7			14.9	14.9		14.9	
Actuated g/C Ratio	0.62	0.62	0.62	0.62	0.61			0.11	0.11		0.11	
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	6.5			2.0	2.0		2.0	
Lane Grp Cap (vph)	325	1047	931	415	1020			162	182		185	
v/s Ratio Prot	0.00	c0.55		0.01	c0.52						0.00	
v/s Ratio Perm	0.00		0.10	0.04				c0.08	0.00			
v/c Ratio	0.00	0.90	0.16	0.09	0.85			0.70	0.02		0.00	
Uniform Delay, d1	18.0	21.8	10.8	22.5	20.8			56.4	52.1		52.0	
Progression Factor	1.00	1.00	1.00	1.46	1.27			1.00	1.00		1.00	
Incremental Delay, d2	0.0	12.0	0.4	0.0	6.9			10.1	0.0		0.0	
Delay (s)	18.0	33.8	11.1	32.9	33.3			66.4	52.1		52.0	
Level of Service	B	C	B	C	C			E	D		D	
Approach Delay (s)		29.7			33.3			63.2			52.0	
Approach LOS		C			C			E			D	

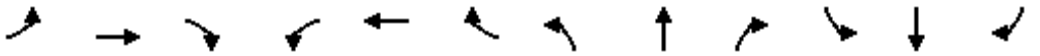
Intersection Summary			
HCM 2000 Control Delay	33.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	604	82	10	833	0	46	0	8	4	0	5
Future Volume (vph)	1	604	82	10	833	0	46	0	8	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1685	1637	1498	1685	1669			1770	1292		1719	
Flt Permitted	0.09	1.00	1.00	0.37	1.00			0.75	1.00		0.86	
Satd. Flow (perm)	165	1637	1498	650	1669			1400	1292		1507	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1	623	85	10	859	0	47	0	8	4	0	5
RTOR Reduction (vph)	0	0	45	0	0	0	0	0	8	0	8	0
Lane Group Flow (vph)	1	623	40	10	859	0	0	47	0	0	1	0
Heavy Vehicles (%)	0%	7%	3%	0%	5%	0%	2%	0%	25%	0%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	62.4	62.4	62.4	89.6	88.6			7.9	7.9		7.9	
Effective Green, g (s)	62.4	62.4	62.4	89.6	88.6			7.9	7.9		7.9	
Actuated g/C Ratio	0.47	0.47	0.47	0.68	0.67			0.06	0.06		0.06	
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	6.5			2.0	2.0		2.0	
Lane Grp Cap (vph)	302	773	708	799	1120			83	77		90	
v/s Ratio Prot	0.00	c0.38		0.00	c0.51							
v/s Ratio Perm	0.00		0.03	0.00				c0.03	0.00		0.00	
v/c Ratio	0.00	0.81	0.06	0.01	0.77			0.57	0.01		0.01	
Uniform Delay, d1	24.0	29.6	18.9	9.1	14.7			60.4	58.4		58.4	
Progression Factor	1.00	1.00	1.00	1.30	1.44			1.00	1.00		1.00	
Incremental Delay, d2	0.0	8.8	0.2	0.0	3.7			5.2	0.0		0.0	
Delay (s)	24.0	38.4	19.0	11.8	24.8			65.6	58.4		58.4	
Level of Service	C	D	B	B	C			E	E		E	
Approach Delay (s)		36.1			24.7			64.5			58.4	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



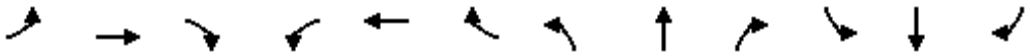
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	772	139	44	812	0	129	0	39	1	0	4
Future Volume (vph)	1	772	139	44	812	0	129	0	39	1	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1685	1653	1483	1685	1653			1770	1615		1398	
Flt Permitted	0.10	1.00	1.00	0.17	1.00			0.75	1.00		0.96	
Satd. Flow (perm)	177	1653	1483	309	1653			1405	1615		1354	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor (vph)	105%	105%	105%	100%	100%	100%	100%	100%	105%	105%	100%	100%
Adj. Flow (vph)	1	819	147	44	820	0	130	0	41	1	0	4
RTOR Reduction (vph)	0	0	61	0	0	0	0	0	36	0	4	0
Lane Group Flow (vph)	1	819	86	44	820	0	0	130	5	0	1	0
Heavy Vehicles (%)	0%	6%	4%	0%	6%	0%	2%	0%	0%	100%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	68.0	68.0	68.0	85.8	84.8			16.7	16.7		16.7	
Effective Green, g (s)	68.0	68.0	68.0	85.8	84.8			16.7	16.7		16.7	
Actuated g/C Ratio	0.52	0.52	0.52	0.65	0.64			0.13	0.13		0.13	
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	6.5			2.0	2.0		2.0	
Lane Grp Cap (vph)	256	851	763	527	1061			177	204		171	
v/s Ratio Prot	0.00	c0.50		0.02	c0.50							
v/s Ratio Perm	0.00		0.06	0.03				c0.09	0.00		0.00	
v/c Ratio	0.00	0.96	0.11	0.08	0.77			0.73	0.03		0.00	
Uniform Delay, d1	21.1	30.8	16.5	22.4	16.8			55.5	50.5		50.4	
Progression Factor	1.00	1.00	1.00	1.60	1.58			1.00	1.00		1.00	
Incremental Delay, d2	0.0	23.0	0.3	0.0	4.2			12.7	0.0		0.0	
Delay (s)	21.1	53.7	16.8	35.8	30.7			68.2	50.5		50.4	
Level of Service	C	D	B	D	C			E	D		D	
Approach Delay (s)		48.1			30.9			64.0			50.4	
Approach LOS		D			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	783	193	37	738	0	108	0	31	0	0	3
Future Volume (vph)	1	783	193	37	738	0	108	0	31	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	11	10	10	11	12	12	12	12	12	12
Total Lost time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		1.00	
Satd. Flow (prot)	1685	1701	1512	1685	1669			1805	1615		1644	
Flt Permitted	0.08	1.00	1.00	0.36	1.00			0.76	1.00		1.00	
Satd. Flow (perm)	149	1701	1512	640	1669			1436	1615		1644	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1	807	199	38	761	0	111	0	32	0	0	3
RTOR Reduction (vph)	0	0	45	0	0	0	0	0	28	0	3	0
Lane Group Flow (vph)	1	807	154	38	761	0	0	111	4	0	0	0
Heavy Vehicles (%)	0%	3%	2%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	3	3	0	3	3	0	0	0	0	0	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm		NA	
Protected Phases	6	1		2	5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	83.7	83.7	83.7	70.0	69.0			14.9	14.9		14.9	
Effective Green, g (s)	83.7	83.7	83.7	70.0	69.0			14.9	14.9		14.9	
Actuated g/C Ratio	0.62	0.62	0.62	0.51	0.51			0.11	0.11		0.11	
Clearance Time (s)	5.0	6.0	6.0	5.0	6.0			5.0	5.0		5.0	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	6.5			2.0	2.0		2.0	
Lane Grp Cap (vph)	499	1046	930	493	846			157	176		180	
v/s Ratio Prot	0.00	c0.47		0.01	c0.46						0.00	
v/s Ratio Perm	0.00		0.10	0.03				c0.08	0.00			
v/c Ratio	0.00	0.77	0.17	0.08	0.90			0.71	0.02		0.00	
Uniform Delay, d1	17.1	19.1	11.2	17.0	30.4			58.4	54.0		53.9	
Progression Factor	1.00	1.00	1.00	1.12	1.19			1.00	1.00		1.00	
Incremental Delay, d2	0.0	5.5	0.4	0.0	12.7			11.2	0.0		0.0	
Delay (s)	17.1	24.7	11.6	19.1	48.9			69.7	54.1		53.9	
Level of Service	B	C	B	B	D			E	D		D	
Approach Delay (s)		22.1			47.5			66.2			53.9	
Approach LOS		C			D			E			D	

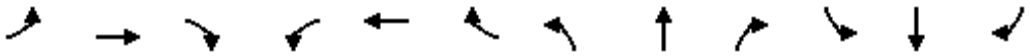
Intersection Summary			
HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	533	55	15	720	9	205	4	33	9	4	23
Future Volume (vph)	24	533	55	15	720	9	205	4	33	9	4	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	11	12	11	12	11	12	12	12
Total Lost time (s)		6.0		5.0	6.0			5.0			4.0	
Lane Util. Factor		0.95		1.00	1.00			1.00			1.00	
Frt		0.99		1.00	1.00			0.98			0.91	
Flt Protected		1.00		0.95	1.00			0.96			0.99	
Satd. Flow (prot)		3193		1631	1714			1730			1679	
Flt Permitted		0.90		0.38	1.00			0.77			0.93	
Satd. Flow (perm)		2887		661	1714			1383			1580	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	25	549	57	15	742	9	211	4	34	9	4	24
RTOR Reduction (vph)	0	4	0	0	0	0	0	5	0	0	19	0
Lane Group Flow (vph)	0	627	0	15	751	0	0	244	0	0	18	0
Heavy Vehicles (%)	2%	8%	6%	7%	7%	2%	3%	2%	6%	2%	2%	2%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		1		2	5			3			7	
Permitted Phases	1			5			3			7		
Actuated Green, G (s)		80.1		94.2	93.2			27.8			28.8	
Effective Green, g (s)		80.1		94.2	93.2			27.8			28.8	
Actuated g/C Ratio		0.61		0.71	0.71			0.21			0.22	
Clearance Time (s)		6.0		5.0	6.0			5.0			4.0	
Vehicle Extension (s)		4.0		2.0	4.0			2.0			3.0	
Lane Grp Cap (vph)		1751		531	1210			291			344	
v/s Ratio Prot				0.00	c0.44							
v/s Ratio Perm		0.22		0.02				c0.18			0.01	
v/c Ratio		0.36		0.03	0.62			0.84			0.05	
Uniform Delay, d1		13.0		7.3	10.1			50.0			40.8	
Progression Factor		1.72		1.08	1.11			1.00			1.00	
Incremental Delay, d2		0.5		0.0	1.1			18.0			0.1	
Delay (s)		22.8		7.9	12.4			67.9			40.9	
Level of Service		C		A	B			E			D	
Approach Delay (s)		22.8			12.3			67.9			40.9	
Approach LOS		C			B			E			D	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	784	118	39	745	11	148	5	43	11	4	30
Future Volume (vph)	30	784	118	39	745	11	148	5	43	11	4	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	11	12	11	12	11	12	12	12
Total Lost time (s)		6.0		5.0	6.0			5.0			4.0	
Lane Util. Factor		0.95		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	1.00			0.97			0.91	
Flt Protected		1.00		0.95	1.00			0.96			0.99	
Satd. Flow (prot)		3270		1745	1730			1681			1673	
Flt Permitted		0.90		0.27	1.00			0.77			0.93	
Satd. Flow (perm)		2960		489	1730			1346			1581	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	31	800	120	40	760	11	151	5	44	11	4	31
RTOR Reduction (vph)	0	5	0	0	0	0	0	8	0	0	25	0
Lane Group Flow (vph)	0	946	0	40	771	0	0	192	0	0	21	0
Heavy Vehicles (%)	2%	5%	2%	0%	6%	2%	6%	2%	5%	2%	2%	2%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		1		2	5			3			7	
Permitted Phases	1			5			3			7		
Actuated Green, G (s)		88.3		98.8	97.8			23.2			24.2	
Effective Green, g (s)		88.3		98.8	97.8			23.2			24.2	
Actuated g/C Ratio		0.67		0.75	0.74			0.18			0.18	
Clearance Time (s)		6.0		5.0	6.0			5.0			4.0	
Vehicle Extension (s)		4.0		2.0	4.0			2.0			3.0	
Lane Grp Cap (vph)		1980		408	1281			236			289	
v/s Ratio Prot				0.00	c0.45							
v/s Ratio Perm		0.32		0.07				c0.14			0.01	
v/c Ratio		0.48		0.10	0.60			0.81			0.07	
Uniform Delay, d1		10.6		7.9	8.0			52.3			44.6	
Progression Factor		1.79		0.85	0.93			1.00			1.00	
Incremental Delay, d2		0.5		0.0	0.8			17.9			0.1	
Delay (s)		19.5		6.8	8.3			70.2			44.7	
Level of Service		B		A	A			E			D	
Approach Delay (s)		19.5			8.2			70.2			44.7	
Approach LOS		B			A			E			D	

Intersection Summary			
HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	764	155	26	721	9	138	3	37	8	3	21
Future Volume (vph)	22	764	155	26	721	9	138	3	37	8	3	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	11	12	11	12	11	12	12	12
Total Lost time (s)		6.0		5.0	6.0			5.0			4.0	
Lane Util. Factor		0.95		1.00	1.00			1.00			1.00	
Frt		0.98		1.00	1.00			0.97			0.91	
Flt Protected		1.00		0.95	1.00			0.96			0.99	
Satd. Flow (prot)		3318		1745	1726			1763			1677	
Flt Permitted		0.93		0.27	1.00			0.79			0.94	
Satd. Flow (perm)		3074		495	1726			1449			1595	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	22	780	158	27	736	9	141	3	38	8	3	21
RTOR Reduction (vph)	0	6	0	0	0	0	0	8	0	0	18	0
Lane Group Flow (vph)	0	954	0	27	745	0	0	174	0	0	15	0
Heavy Vehicles (%)	2%	2%	1%	0%	5%	2%	1%	2%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	3	3	0	3	0	0	0	0	0	0	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		1		2	5			3			7	
Permitted Phases	1			5			3			7		
Actuated Green, G (s)		92.2		101.0	100.0			21.0			22.0	
Effective Green, g (s)		92.2		101.0	100.0			21.0			22.0	
Actuated g/C Ratio		0.70		0.77	0.76			0.16			0.17	
Clearance Time (s)		6.0		5.0	6.0			5.0			4.0	
Vehicle Extension (s)		4.0		2.0	4.0			2.0			3.0	
Lane Grp Cap (vph)		2147		405	1307			230			265	
v/s Ratio Prot				0.00	c0.43							
v/s Ratio Perm		0.31		0.05				c0.12			0.01	
v/c Ratio		0.44		0.07	0.57			0.75			0.05	
Uniform Delay, d1		8.7		6.5	6.8			53.0			46.3	
Progression Factor		2.02		0.88	0.97			1.00			1.00	
Incremental Delay, d2		0.4		0.0	0.6			11.8			0.1	
Delay (s)		17.9		5.8	7.2			64.8			46.3	
Level of Service		B		A	A			E			D	
Approach Delay (s)		17.9			7.2			64.8			46.3	
Approach LOS		B			A			E			D	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	495	54	15	643	200	32
Future Volume (vph)	495	54	15	643	200	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Total Lost time (s)	6.0		5.0	6.0	5.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frt	0.99		1.00	1.00	0.98	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	3189		1631	1717	1671	
Flt Permitted	1.00		0.43	1.00	0.96	
Satd. Flow (perm)	3189		732	1717	1671	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	510	56	15	663	206	33
RTOR Reduction (vph)	4	0	0	0	5	0
Lane Group Flow (vph)	562	0	15	663	234	0
Heavy Vehicles (%)	8%	6%	7%	7%	3%	6%
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	1		2	5	3	
Permitted Phases			5			
Actuated Green, G (s)	87.5		99.0	98.0	23.0	
Effective Green, g (s)	87.5		99.0	98.0	23.0	
Actuated g/C Ratio	0.66		0.75	0.74	0.17	
Clearance Time (s)	6.0		5.0	6.0	5.0	
Vehicle Extension (s)	4.0		2.0	4.0	2.0	
Lane Grp Cap (vph)	2113		586	1274	291	
v/s Ratio Prot	0.18		0.00	c0.39	c0.14	
v/s Ratio Perm			0.02			
v/c Ratio	0.27		0.03	0.52	0.80	
Uniform Delay, d1	9.1		5.0	7.1	52.3	
Progression Factor	1.22		1.49	1.42	1.00	
Incremental Delay, d2	0.3		0.0	0.5	14.0	
Delay (s)	11.4		7.4	10.6	66.4	
Level of Service	B		A	B	E	
Approach Delay (s)	11.4			10.6	66.4	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

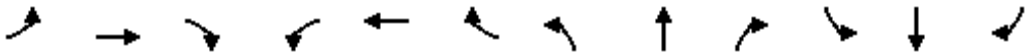
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	696	116	38	677	145	42
Future Volume (vph)	696	116	38	677	145	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Total Lost time (s)	6.0		5.0	6.0	5.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frt	0.98		1.00	1.00	0.97	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	3266		1745	1733	1621	
Flt Permitted	1.00		0.32	1.00	0.96	
Satd. Flow (perm)	3266		581	1733	1621	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	710	118	39	691	148	43
RTOR Reduction (vph)	5	0	0	0	9	0
Lane Group Flow (vph)	823	0	39	691	182	0
Heavy Vehicles (%)	5%	2%	0%	6%	6%	5%
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	1		2	5	3	
Permitted Phases			5			
Actuated Green, G (s)	91.8		102.7	101.7	19.3	
Effective Green, g (s)	91.8		102.7	101.7	19.3	
Actuated g/C Ratio	0.70		0.78	0.77	0.15	
Clearance Time (s)	6.0		5.0	6.0	5.0	
Vehicle Extension (s)	4.0		2.0	4.0	2.0	
Lane Grp Cap (vph)	2271		495	1335	237	
v/s Ratio Prot	0.25		0.00	c0.40	c0.11	
v/s Ratio Perm			0.06			
v/c Ratio	0.36		0.08	0.52	0.77	
Uniform Delay, d1	8.2		5.3	5.8	54.2	
Progression Factor	1.76		0.91	0.94	1.00	
Incremental Delay, d2	0.3		0.0	0.4	12.5	
Delay (s)	14.8		4.8	5.9	66.6	
Level of Service	B		A	A	E	
Approach Delay (s)	14.8			5.8	66.6	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	662	152	25	640	135	36
Future Volume (vph)	662	152	25	640	135	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	11	11	11	11	11	11
Total Lost time (s)	6.0		5.0	6.0	5.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frt	0.97		1.00	1.00	0.97	
Flt Protected	1.00		0.95	1.00	0.96	
Satd. Flow (prot)	3312		1745	1728	1703	
Flt Permitted	1.00		0.32	1.00	0.96	
Satd. Flow (perm)	3312		588	1728	1703	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	676	155	26	653	138	37
RTOR Reduction (vph)	7	0	0	0	8	0
Lane Group Flow (vph)	824	0	26	653	167	0
Heavy Vehicles (%)	2%	1%	0%	5%	1%	0%
Bus Blockages (#/hr)	3	3	0	3	0	0
Turn Type	NA		pm+pt	NA	Prot	
Protected Phases	1		2	5	3	
Permitted Phases			5			
Actuated Green, G (s)	99.1		108.2	107.2	17.8	
Effective Green, g (s)	99.1		108.2	107.2	17.8	
Actuated g/C Ratio	0.73		0.80	0.79	0.13	
Clearance Time (s)	6.0		5.0	6.0	5.0	
Vehicle Extension (s)	4.0		2.0	4.0	2.0	
Lane Grp Cap (vph)	2413		494	1362	222	
v/s Ratio Prot	0.25		0.00	c0.38	c0.10	
v/s Ratio Perm			0.04			
v/c Ratio	0.34		0.05	0.48	0.75	
Uniform Delay, d1	6.7		4.3	4.9	57.0	
Progression Factor	1.23		0.79	0.70	1.00	
Incremental Delay, d2	0.3		0.0	0.3	12.0	
Delay (s)	8.4		3.4	3.8	69.0	
Level of Service	A		A	A	E	
Approach Delay (s)	8.4			3.8	69.0	
Approach LOS	A			A	E	

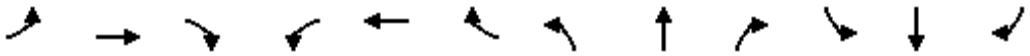
Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	540	10	40	608	8	52	1	18	10	1	55
Future Volume (vph)	26	540	10	40	608	8	52	1	18	10	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	11	11	11	12	13	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1805	1670	1561	1745	1769			1566	1561		1686	
Flt Permitted	0.40	1.00	1.00	0.44	1.00			0.63	1.00		0.95	
Satd. Flow (perm)	762	1670	1561	806	1769			1031	1561		1605	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.98
Adj. Flow (vph)	27	557	10	41	627	8	54	1	19	10	1	56
RTOR Reduction (vph)	0	0	2	0	0	0	0	0	18	0	52	0
Lane Group Flow (vph)	27	557	8	41	635	0	0	55	1	0	15	0
Heavy Vehicles (%)	0%	10%	0%	0%	7%	25%	12%	0%	0%	17%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		1			5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	111.8	111.8	111.8	111.8	111.8			10.2	10.2		10.2	
Effective Green, g (s)	111.8	111.8	111.8	111.8	111.8			10.2	10.2		10.2	
Actuated g/C Ratio	0.85	0.85	0.85	0.85	0.85			0.08	0.08		0.08	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0			2.0	2.0		2.0	
Lane Grp Cap (vph)	645	1414	1322	682	1498			79	120		124	
v/s Ratio Prot		0.33			c0.36							
v/s Ratio Perm	0.04		0.01	0.05				c0.05	0.00		0.01	
v/c Ratio	0.04	0.39	0.01	0.06	0.42			0.70	0.01		0.12	
Uniform Delay, d1	1.6	2.3	1.6	1.6	2.4			59.4	56.2		56.7	
Progression Factor	1.28	2.88	2.56	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.1	0.8	0.0	0.1	0.3			19.3	0.0		0.2	
Delay (s)	2.2	7.5	4.0	1.7	2.7			78.7	56.3		56.9	
Level of Service	A	A	A	A	A			E	E		E	
Approach Delay (s)		7.2			2.6			72.9			56.9	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

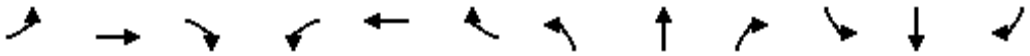
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	701	53	106	588	5	161	7	92	7	3	31
Future Volume (vph)	83	701	53	106	588	5	161	7	92	7	3	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	11	11	11	12	13	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1805	1749	1561	1694	1775			1688	1531		1746	
Flt Permitted	0.35	1.00	1.00	0.28	1.00			0.75	1.00		0.95	
Satd. Flow (perm)	657	1749	1561	502	1775			1319	1531		1680	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	88	746	56	113	626	5	171	7	98	7	3	33
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	75	0	25	0
Lane Group Flow (vph)	88	746	39	113	631	0	0	178	23	0	18	0
Heavy Vehicles (%)	0%	5%	0%	3%	7%	0%	4%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		1			5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	91.1	91.1	91.1	91.1	91.1			30.9	30.9		30.9	
Effective Green, g (s)	91.1	91.1	91.1	91.1	91.1			30.9	30.9		30.9	
Actuated g/C Ratio	0.69	0.69	0.69	0.69	0.69			0.23	0.23		0.23	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0			2.0	2.0		2.0	
Lane Grp Cap (vph)	453	1207	1077	346	1225			308	358		393	
v/s Ratio Prot		c0.43			0.36							
v/s Ratio Perm	0.13		0.02	0.22				c0.13	0.01		0.01	
v/c Ratio	0.19	0.62	0.04	0.33	0.51			0.58	0.06		0.05	
Uniform Delay, d1	7.3	11.0	6.5	8.2	9.8			44.8	39.3		39.1	
Progression Factor	1.07	1.25	1.13	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.9	2.2	0.1	0.8	0.5			1.6	0.0		0.0	
Delay (s)	8.7	15.9	7.4	8.9	10.3			46.4	39.3		39.1	
Level of Service	A	B	A	A	B			D	D		D	
Approach Delay (s)		14.7			10.1			43.9			39.1	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

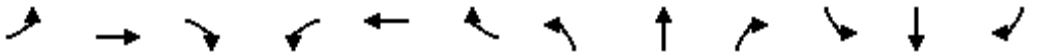
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	669	36	72	582	11	129	5	86	7	7	30
Future Volume (vph)	106	669	36	72	582	11	129	5	86	7	7	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	11	11	11	12	13	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1805	1801	1561	1745	1770			1687	1546		1729	
Flt Permitted	0.39	1.00	1.00	0.35	1.00			0.75	1.00		0.96	
Satd. Flow (perm)	733	1801	1561	634	1770			1333	1546		1665	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	108	683	37	73	594	11	132	5	88	7	7	31
RTOR Reduction (vph)	0	0	9	0	1	0	0	0	73	0	26	0
Lane Group Flow (vph)	108	683	28	73	604	0	0	137	15	0	19	0
Heavy Vehicles (%)	0%	2%	0%	0%	7%	9%	4%	0%	1%	0%	14%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		1			5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	99.6	99.6	99.6	99.6	99.6			22.4	22.4		22.4	
Effective Green, g (s)	99.6	99.6	99.6	99.6	99.6			22.4	22.4		22.4	
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.75			0.17	0.17		0.17	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0			2.0	2.0		2.0	
Lane Grp Cap (vph)	553	1358	1177	478	1335			226	262		282	
v/s Ratio Prot		c0.38			0.34							
v/s Ratio Perm	0.15		0.02	0.12				c0.10	0.01		0.01	
v/c Ratio	0.20	0.50	0.02	0.15	0.45			0.61	0.06		0.07	
Uniform Delay, d1	4.7	6.4	4.0	4.5	6.0			50.7	45.9		46.0	
Progression Factor	1.07	1.28	1.53	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.7	1.2	0.0	0.2	0.3			3.1	0.0		0.0	
Delay (s)	5.7	9.4	6.2	4.7	6.4			53.9	46.0		46.1	
Level of Service	A	A	A	A	A			D	D		D	
Approach Delay (s)		8.8			6.2			50.8			46.1	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

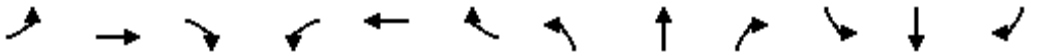
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	509	10	36	576	8	51	1	18	6	1	31
Future Volume (vph)	8	509	10	36	576	8	51	1	18	6	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	11	11	11	12	13	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1805	1670	1561	1745	1768			1566	1561		1688	
Flt Permitted	0.42	1.00	1.00	0.46	1.00			0.84	1.00		0.94	
Satd. Flow (perm)	799	1670	1561	842	1768			1376	1561		1604	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.98
Adj. Flow (vph)	8	525	10	37	594	8	53	1	19	6	1	32
RTOR Reduction (vph)	0	0	1	0	0	0	0	0	18	0	30	0
Lane Group Flow (vph)	8	525	9	37	602	0	0	54	1	0	9	0
Heavy Vehicles (%)	0%	10%	0%	0%	7%	25%	12%	0%	0%	17%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		1			5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	113.5	113.5	113.5	113.5	113.5			8.5	8.5		8.5	
Effective Green, g (s)	113.5	113.5	113.5	113.5	113.5			8.5	8.5		8.5	
Actuated g/C Ratio	0.86	0.86	0.86	0.86	0.86			0.06	0.06		0.06	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0			2.0	2.0		2.0	
Lane Grp Cap (vph)	687	1435	1342	723	1520			88	100		103	
v/s Ratio Prot		0.31			c0.34							
v/s Ratio Perm	0.01		0.01	0.04				c0.04	0.00		0.01	
v/c Ratio	0.01	0.37	0.01	0.05	0.40			0.61	0.01		0.09	
Uniform Delay, d1	1.3	1.9	1.3	1.4	2.0			60.2	57.8		58.1	
Progression Factor	0.74	2.61	1.59	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.7	0.0	0.0	0.2			8.6	0.0		0.1	
Delay (s)	1.0	5.6	2.1	1.4	2.2			68.8	57.8		58.2	
Level of Service	A	A	A	A	A			E	E		E	
Approach Delay (s)		5.5			2.2			65.9			58.2	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

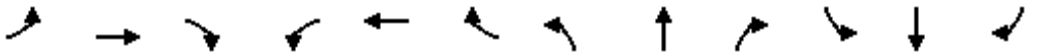
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	650	52	102	538	5	158	7	90	5	3	19
Future Volume (vph)	36	650	52	102	538	5	158	7	90	5	3	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	11	11	11	12	13	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1805	1749	1561	1694	1774			1688	1531		1758	
Flt Permitted	0.37	1.00	1.00	0.30	1.00			0.71	1.00		0.96	
Satd. Flow (perm)	696	1749	1561	533	1774			1263	1531		1699	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	38	691	55	109	572	5	168	7	96	5	3	20
RTOR Reduction (vph)	0	0	18	0	0	0	0	0	71	0	15	0
Lane Group Flow (vph)	38	691	37	109	577	0	0	175	25	0	13	0
Heavy Vehicles (%)	0%	5%	0%	3%	7%	0%	4%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		1			5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	87.8	87.8	87.8	87.8	87.8			34.2	34.2		34.2	
Effective Green, g (s)	87.8	87.8	87.8	87.8	87.8			34.2	34.2		34.2	
Actuated g/C Ratio	0.67	0.67	0.67	0.67	0.67			0.26	0.26		0.26	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0			2.0	2.0		2.0	
Lane Grp Cap (vph)	462	1163	1038	354	1179			327	396		440	
v/s Ratio Prot		c0.40			0.32							
v/s Ratio Perm	0.05		0.02	0.20				c0.14	0.02		0.01	
v/c Ratio	0.08	0.59	0.04	0.31	0.49			0.54	0.06		0.03	
Uniform Delay, d1	7.8	12.2	7.6	9.3	11.0			42.1	36.8		36.5	
Progression Factor	1.40	1.56	2.53	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.3	2.1	0.1	0.7	0.4			0.8	0.0		0.0	
Delay (s)	11.3	21.2	19.2	10.0	11.4			42.9	36.9		36.5	
Level of Service	B	C	B	A	B			D	D		D	
Approach Delay (s)		20.6			11.2			40.8			36.5	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	132.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

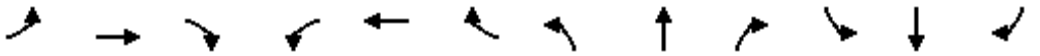
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	614	35	69	529	11	126	5	84	5	7	15
Future Volume (vph)	49	614	35	69	529	11	126	5	84	5	7	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	11	11	12	12	11	11	11	12	13	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.99	
Satd. Flow (prot)	1805	1801	1561	1745	1770			1687	1546		1736	
Flt Permitted	0.43	1.00	1.00	0.39	1.00			0.71	1.00		0.95	
Satd. Flow (perm)	809	1801	1561	709	1770			1263	1546		1662	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	50	627	36	70	540	11	129	5	86	5	7	15
RTOR Reduction (vph)	0	0	8	0	0	0	0	0	74	0	13	0
Lane Group Flow (vph)	50	627	28	70	551	0	0	134	12	0	14	0
Heavy Vehicles (%)	0%	2%	0%	0%	7%	9%	4%	0%	1%	0%	14%	0%
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		1			5			3			7	
Permitted Phases	1		1	5			3		3	7		
Actuated Green, G (s)	107.4	107.4	107.4	107.4	107.4			18.6	18.6		18.6	
Effective Green, g (s)	107.4	107.4	107.4	107.4	107.4			18.6	18.6		18.6	
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.79			0.14	0.14		0.14	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0			2.0	2.0		2.0	
Lane Grp Cap (vph)	638	1422	1232	559	1397			172	211		227	
v/s Ratio Prot		c0.35			0.31							
v/s Ratio Perm	0.06		0.02	0.10				c0.11	0.01		0.01	
v/c Ratio	0.08	0.44	0.02	0.13	0.39			0.78	0.06		0.06	
Uniform Delay, d1	3.2	4.6	3.1	3.3	4.4			56.7	51.1		51.1	
Progression Factor	0.28	0.52	0.04	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	0.2	1.0	0.0	0.1	0.3			18.1	0.0		0.0	
Delay (s)	1.1	3.3	0.2	3.5	4.6			74.8	51.1		51.1	
Level of Service	A	A	A	A	A			E	D		D	
Approach Delay (s)		3.0			4.5			65.5			51.1	
Approach LOS		A			A			E			D	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	136.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

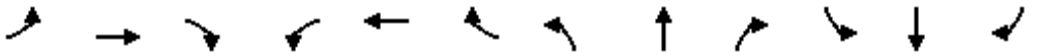
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	342	0	0	666	173	0	0	1	136	0	63
Future Volume (vph)	42	342	0	0	666	173	0	0	1	136	0	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	15
Total Lost time (s)	5.0	6.0			6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.97			0.86			0.96	
Flt Protected	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (prot)	1589	1583			1636			1644			1636	
Flt Permitted	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (perm)	1589	1583			1636			1644			1636	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	44	356	0	0	694	180	0	0	1	142	0	66
RTOR Reduction (vph)	0	0	0	0	4	0	0	1	0	0	90	0
Lane Group Flow (vph)	44	356	0	0	870	0	0	0	0	0	118	0
Heavy Vehicles (%)	6%	12%	0%	0%	5%	7%	0%	0%	0%	10%	0%	2%
Turn Type	Prot	NA			NA			NA		Split	NA	
Protected Phases	6	1			5			7		3	3	
Permitted Phases							7					
Actuated Green, G (s)	4.3	54.5			45.2			0.7			11.7	
Effective Green, g (s)	4.3	54.5			45.2			0.7			11.7	
Actuated g/C Ratio	0.05	0.66			0.55			0.01			0.14	
Clearance Time (s)	5.0	6.0			6.0			5.0			5.0	
Vehicle Extension (s)	2.0	5.0			5.0			2.0			4.0	
Lane Grp Cap (vph)	82	1040			892			13			230	
v/s Ratio Prot	c0.03	0.22			c0.53			c0.00			c0.07	
v/s Ratio Perm												
v/c Ratio	0.54	0.34			0.98			0.00			0.51	
Uniform Delay, d1	38.3	6.3			18.3			40.8			33.0	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	3.4	0.4			24.3			0.0			2.6	
Delay (s)	41.7	6.7			42.6			40.8			35.5	
Level of Service	D	A			D			D			D	
Approach Delay (s)		10.5			42.6			40.8			35.5	
Approach LOS		B			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	82.9	Sum of lost time (s)	21.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

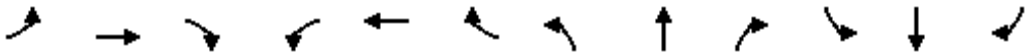
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	554	0	0	492	121	0	0	1	155	0	140
Future Volume (vph)	129	554	0	0	492	121	0	0	1	155	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	15
Total Lost time (s)	5.0	6.0			6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.97			0.86			0.94	
Flt Protected	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (prot)	1620	1689			1610			1644			1657	
Flt Permitted	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (perm)	1620	1689			1610			1644			1657	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	132	565	0	0	502	123	0	0	1	158	0	143
RTOR Reduction (vph)	0	0	0	0	5	0	0	1	0	0	86	0
Lane Group Flow (vph)	132	565	0	0	620	0	0	0	0	0	215	0
Heavy Vehicles (%)	4%	5%	0%	0%	7%	8%	0%	0%	0%	6%	0%	3%
Turn Type	Prot	NA			NA			NA		Split	NA	
Protected Phases	6	1			5			7		3	3	
Permitted Phases							7					
Actuated Green, G (s)	10.1	59.5			44.4			0.8			17.4	
Effective Green, g (s)	10.1	59.5			44.4			0.8			17.4	
Actuated g/C Ratio	0.11	0.64			0.47			0.01			0.19	
Clearance Time (s)	5.0	6.0			6.0			5.0			5.0	
Vehicle Extension (s)	2.0	5.0			5.0			2.0			4.0	
Lane Grp Cap (vph)	174	1072			762			14			307	
v/s Ratio Prot	c0.08	0.33			c0.39			c0.00			c0.13	
v/s Ratio Perm												
v/c Ratio	0.76	0.53			0.81			0.00			0.70	
Uniform Delay, d1	40.6	9.4			21.1			46.1			35.7	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	15.4	0.9			7.5			0.0			7.6	
Delay (s)	56.0	10.3			28.6			46.1			43.3	
Level of Service	E	B			C			D			D	
Approach Delay (s)		18.9			28.6			46.1			43.3	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	93.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		

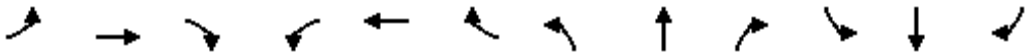
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	604	0	0	503	152	0	0	1	234	0	147
Future Volume (vph)	123	604	0	0	503	152	0	0	1	234	0	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	15
Total Lost time (s)	5.0	6.0			6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.97			0.86			0.95	
Flt Protected	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (prot)	1668	1722			1619			1644			1713	
Flt Permitted	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (perm)	1668	1722			1619			1644			1713	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	129	636	0	0	529	160	0	0	1	246	0	155
RTOR Reduction (vph)	0	0	0	0	6	0	0	1	0	0	80	0
Lane Group Flow (vph)	129	636	0	0	683	0	0	0	0	0	321	0
Heavy Vehicles (%)	1%	3%	0%	0%	7%	3%	0%	0%	0%	2%	0%	2%
Turn Type	Prot	NA			NA			NA		Split	NA	
Protected Phases	6	1			5			7		3	3	
Permitted Phases							7					
Actuated Green, G (s)	10.2	59.6			44.4			0.8			24.1	
Effective Green, g (s)	10.2	59.6			44.4			0.8			24.1	
Actuated g/C Ratio	0.10	0.59			0.44			0.01			0.24	
Clearance Time (s)	5.0	6.0			6.0			5.0			5.0	
Vehicle Extension (s)	2.0	5.0			5.0			2.0			4.0	
Lane Grp Cap (vph)	169	1021			715			13			410	
v/s Ratio Prot	c0.08	0.37			c0.42			c0.00			c0.19	
v/s Ratio Perm												
v/c Ratio	0.76	0.62			0.96			0.00			0.78	
Uniform Delay, d1	44.0	13.2			27.1			49.5			35.8	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	16.6	1.7			23.5			0.0			10.0	
Delay (s)	60.6	14.9			50.6			49.5			45.7	
Level of Service	E	B			D			D			D	
Approach Delay (s)		22.6			50.6			49.5			45.7	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.5	Sum of lost time (s)	21.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

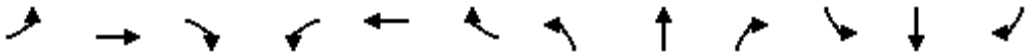
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	290	0	0	625	169	0	0	1	133	0	58
Future Volume (vph)	34	290	0	0	625	169	0	0	1	133	0	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	15
Total Lost time (s)	5.0	6.0			6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.97			0.86			0.96	
Flt Protected	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (prot)	1589	1583			1634			1644			1637	
Flt Permitted	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (perm)	1589	1583			1634			1644			1637	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	35	302	0	0	651	176	0	0	1	139	0	60
RTOR Reduction (vph)	0	0	0	0	4	0	0	1	0	0	91	0
Lane Group Flow (vph)	35	302	0	0	823	0	0	0	0	0	108	0
Heavy Vehicles (%)	6%	12%	0%	0%	5%	7%	0%	0%	0%	10%	0%	2%
Turn Type	Prot	NA			NA			NA		Split	NA	
Protected Phases	6	1			5			7		3	3	
Permitted Phases							7					
Actuated Green, G (s)	4.0	54.2			45.2			0.7			11.2	
Effective Green, g (s)	4.0	54.2			45.2			0.7			11.2	
Actuated g/C Ratio	0.05	0.66			0.55			0.01			0.14	
Clearance Time (s)	5.0	6.0			6.0			5.0			5.0	
Vehicle Extension (s)	2.0	5.0			5.0			2.0			4.0	
Lane Grp Cap (vph)	77	1045			899			14			223	
v/s Ratio Prot	c0.02	0.19			c0.50			c0.00			c0.07	
v/s Ratio Perm												
v/c Ratio	0.45	0.29			0.91			0.00			0.49	
Uniform Delay, d1	38.0	5.9			16.7			40.4			32.8	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	1.5	0.3			14.3			0.0			2.3	
Delay (s)	39.5	6.2			31.0			40.4			35.1	
Level of Service	D	A			C			D			D	
Approach Delay (s)		9.6			31.0			40.4			35.1	
Approach LOS		A			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	82.1	Sum of lost time (s)	21.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

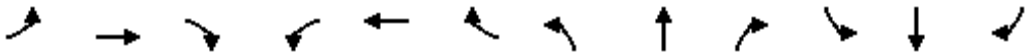
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	497	0	0	425	119	0	0	1	152	0	128
Future Volume (vph)	119	497	0	0	425	119	0	0	1	152	0	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	15
Total Lost time (s)	5.0	6.0			6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.97			0.86			0.94	
Flt Protected	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (prot)	1620	1689			1605			1644			1659	
Flt Permitted	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (perm)	1620	1689			1605			1644			1659	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	121	507	0	0	434	121	0	0	1	155	0	131
RTOR Reduction (vph)	0	0	0	0	5	0	0	1	0	0	86	0
Lane Group Flow (vph)	121	507	0	0	550	0	0	0	0	0	200	0
Heavy Vehicles (%)	4%	5%	0%	0%	7%	8%	0%	0%	0%	6%	0%	3%
Turn Type	Prot	NA			NA			NA		Split	NA	
Protected Phases	6	1			5			7		3	3	
Permitted Phases							7					
Actuated Green, G (s)	10.1	59.5			44.4			0.8			16.4	
Effective Green, g (s)	10.1	59.5			44.4			0.8			16.4	
Actuated g/C Ratio	0.11	0.64			0.48			0.01			0.18	
Clearance Time (s)	5.0	6.0			6.0			5.0			5.0	
Vehicle Extension (s)	2.0	5.0			5.0			2.0			4.0	
Lane Grp Cap (vph)	176	1084			768			14			293	
v/s Ratio Prot	c0.07	0.30			c0.34			c0.00			c0.12	
v/s Ratio Perm												
v/c Ratio	0.69	0.47			0.72			0.00			0.68	
Uniform Delay, d1	39.8	8.5			19.1			45.6			35.7	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	8.6	0.7			4.0			0.0			6.9	
Delay (s)	48.3	9.2			23.1			45.6			42.6	
Level of Service	D	A			C			D			D	
Approach Delay (s)		16.7			23.1			45.6			42.6	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	24.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	92.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	72.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	538	0	0	430	149	0	0	1	228	0	134
Future Volume (vph)	112	538	0	0	430	149	0	0	1	228	0	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	15
Total Lost time (s)	5.0	6.0			6.0			5.0			5.0	
Lane Util. Factor	1.00	1.00			1.00			1.00			1.00	
Frt	1.00	1.00			0.97			0.86			0.95	
Flt Protected	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (prot)	1668	1722			1615			1644			1716	
Flt Permitted	0.95	1.00			1.00			1.00			0.97	
Satd. Flow (perm)	1668	1722			1615			1644			1716	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	566	0	0	453	157	0	0	1	240	0	141
RTOR Reduction (vph)	0	0	0	0	7	0	0	1	0	0	81	0
Lane Group Flow (vph)	118	566	0	0	603	0	0	0	0	0	300	0
Heavy Vehicles (%)	1%	3%	0%	0%	7%	3%	0%	0%	0%	2%	0%	2%
Turn Type	Prot	NA			NA			NA		Split	NA	
Protected Phases	6	1			5			7		3	3	
Permitted Phases							7					
Actuated Green, G (s)	10.2	59.6			44.4			0.8			22.3	
Effective Green, g (s)	10.2	59.6			44.4			0.8			22.3	
Actuated g/C Ratio	0.10	0.60			0.45			0.01			0.23	
Clearance Time (s)	5.0	6.0			6.0			5.0			5.0	
Vehicle Extension (s)	2.0	5.0			5.0			2.0			4.0	
Lane Grp Cap (vph)	172	1039			726			13			387	
v/s Ratio Prot	c0.07	0.33			c0.37			c0.00			c0.17	
v/s Ratio Perm												
v/c Ratio	0.69	0.54			0.83			0.00			0.77	
Uniform Delay, d1	42.7	11.5			23.9			48.6			35.8	
Progression Factor	1.00	1.00			1.00			1.00			1.00	
Incremental Delay, d2	8.7	1.0			8.9			0.0			9.9	
Delay (s)	51.4	12.6			32.8			48.6			45.7	
Level of Service	D	B			C			D			D	
Approach Delay (s)		19.3			32.8			48.6			45.7	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	98.7	Sum of lost time (s)	21.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

LANE SUMMARY

Site: 101 [Hoosick Road/NY142 AM Peak - 2025 ETC (Site Folder: Existing Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Hoosick Road/Lord Avenue
Existing 2023
PM Peak
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	50% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Church Driveway NB															
Lane 1[d]	5	0.0	5	0.0	666	0.008	100	8.8	LOS A	0.0	0.3	Full	150	0.0	0.0
Approach	5	0.0	5	0.0		0.008		8.8	LOS A	0.0	0.3				
East: Hoosick Road WB															
Lane 1[d]	901	5.4	901	5.4	1187	0.759	100	8.8	LOS A	3.8	100.3	Full	600	0.0	0.0
Approach	901	5.4	901	5.4		0.759		8.8	LOS A	3.8	100.3				
NorthEast: Sweetmilk Creek Road SB															
Lane 1[d]	84	2.0	84	2.0	479	0.175	100	14.8	LOS B	0.3	6.5	Full	1600	0.0	0.0
Approach	84	2.0	84	2.0		0.175		14.8	LOS B	0.3	6.5				
NorthWest: NY 142 SB															
Lane 1[d]	227	7.0	227	7.0	521	0.436	100	14.9	LOS B	0.8	21.0	Full	1600	0.0	0.0
Approach	227	7.0	227	7.0		0.436		14.9	LOS B	0.8	21.0				
SouthWest: Hoosick Road EB															
Lane 1[d]	439	10.6	439	10.6	969	0.453	100	6.6	LOS A	1.0	27.8	Full	1600	0.0	0.0
Approach	439	10.6	439	10.6		0.453		6.6	LOS A	1.0	27.8				
All Vehicles	1656	6.8	1656	6.8		0.759		9.4	LOS A	3.8	100.3				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Church Driveway NB

Mov. From S To Exit:	U S	L3 SW	L1 NW	R1 NE	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	1	1	1	1	1	5	0.0	666	0.008	100	NA	NA
Approach	1	1	1	1	1	5	0.0		0.008			
East: Hoosick Road WB												
Mov. From E To Exit:	U E	L2 S	L1 SW	R1 NW	R3 NE	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	1	710	185	4	901	5.4	1187	0.759	100	NA	NA
Approach	1	1	710	185	4	901	5.4		0.759			
NorthEast: Sweetmilk Creek Road SB												
Mov. From NE To Exit:	L3 E	L1 S	T1 SW	R2 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	53	1	25	4	84	2.0		479	0.175	100	NA	NA
Approach	53	1	25	4	84	2.0			0.175			
NorthWest: NY 142 SB												
Mov. From NW To Exit:	L2 NE	L1 E	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	145	1	67	227	7.0		521	0.436	100	NA	NA
Approach	14	145	1	67	227	7.0			0.436			
SouthWest: Hoosick Road EB												
Mov. From SW To Exit:	L2 NW	T1 NE	R1 E	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	45	29	364	1	439	10.6		969	0.453	100	NA	NA
Approach	45	29	364	1	439	10.6			0.453			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1656	6.8	0.759

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Church Driveway NB				
Lane 1	0.0	0.0	0.0	0.0
East: Hoosick Road WB				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Sweetmilk Creek Road SB				

Lane 1	0.0	0.0	0.0	0.0
NorthWest: NY 142 SB				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: Hoosick Road EB				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Hoosick Road/NY142 PM Peak - 2025 ETC (Site Folder: Existing Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Hoosick Road/Lord Avenue
Existing 2023
PM Peak
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	50% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Church Driveway NB															
Lane 1[d]	5	0.0	5	0.0	424	0.013	100	12.3	LOS B	0.0	0.5	Full	150	0.0	0.0
Approach	5	0.0	5	0.0		0.013		12.3	LOS B	0.0	0.5				
East: Hoosick Road WB															
Lane 1[d]	704	5.8	704	5.8	1077	0.654	100	9.5	LOS A	2.4	61.6	Full	600	0.0	0.0
Approach	704	5.8	704	5.8		0.654		9.5	LOS A	2.4	61.6				
NorthEast: Sweetmilk Creek Road SB															
Lane 1[d]	86	2.0	86	2.0	543	0.158	100	13.7	LOS B	0.2	6.1	Full	1600	0.0	0.0
Approach	86	2.0	86	2.0		0.158		13.7	LOS B	0.2	6.1				
NorthWest: NY 142 SB															
Lane 1[d]	421	2.8	421	2.8	672	0.626	100	14.7	LOS B	1.7	44.7	Full	1600	0.0	0.0
Approach	421	2.8	421	2.8		0.626		14.7	LOS B	1.7	44.7				
SouthWest: Hoosick Road EB															
Lane 1[d]	807	2.6	807	2.6	950	0.849	100	14.4	LOS B	5.4	138.1	Full	1600	0.0	0.0
Approach	807	2.6	807	2.6		0.849		14.4	LOS B	5.4	138.1				
All Vehicles	2023	3.7	2023	3.7		0.849		12.7	LOS B	5.4	138.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Church Driveway NB

Mov. From S To Exit:	U S	L3 SW	L1 NW	R1 NE	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	1	1	1	1	1	5	0.0	424	0.013	100	NA	NA
Approach	1	1	1	1	1	5	0.0		0.013			
East: Hoosick Road WB												
Mov. From E To Exit:	U E	L2 S	L1 SW	R1 NW	R3 NE	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	1	536	162	4	704	5.8	1077	0.654	100	NA	NA
Approach	1	1	536	162	4	704	5.8		0.654			
NorthEast: Sweetmilk Creek Road SB												
Mov. From NE To Exit:	L3 E	L1 S	T1 SW	R2 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	54	1	26	4	86	2.0		543	0.158	100	NA	NA
Approach	54	1	26	4	86	2.0			0.158			
NorthWest: NY 142 SB												
Mov. From NW To Exit:	L2 NE	L1 E	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	249	1	157	421	2.8		672	0.626	100	NA	NA
Approach	14	249	1	157	421	2.8			0.626			
SouthWest: Hoosick Road EB												
Mov. From SW To Exit:	L2 NW	T1 NE	R1 E	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	132	30	643	1	807	2.6		950	0.849	100	NA	NA
Approach	132	30	643	1	807	2.6			0.849			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2023	3.7	0.849

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Church Driveway NB				
Lane 1	0.0	0.0	0.0	0.0
East: Hoosick Road WB				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Sweetmilk Creek Road SB				

Lane 1	0.0	0.0	0.0	0.0
NorthWest: NY 142 SB				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: Hoosick Road EB				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Hoosick Road/NY142 FRI Peak - 2025 ETC (Site Folder: Existing Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Hoosick Road/Lord Avenue
Existing 2023
PM Peak
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	50% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Church Driveway NB															
Lane 1[d]	5	0.0	5	0.0	479	0.011	100	11.2	LOS B	0.0	0.4	Full	150	0.0	0.0
Approach	5	0.0	5	0.0		0.011		11.2	LOS B	0.0	0.4				
East: Hoosick Road WB															
Lane 1[d]	660	7.1	660	7.1	1053	0.627	100	9.6	LOS A	2.1	54.9	Full	600	0.0	0.0
Approach	660	7.1	660	7.1		0.627		9.6	LOS A	2.1	54.9				
NorthEast: Sweetmilk Creek Road SB															
Lane 1[d]	84	2.0	84	2.0	559	0.150	100	13.5	LOS B	0.2	5.8	Full	1600	0.0	0.0
Approach	84	2.0	84	2.0		0.150		13.5	LOS B	0.2	5.8				
NorthWest: NY 142 SB															
Lane 1[d]	329	4.4	329	4.4	665	0.495	100	12.6	LOS B	1.1	28.7	Full	1600	0.0	0.0
Approach	329	4.4	329	4.4		0.495		12.6	LOS B	1.1	28.7				
SouthWest: Hoosick Road EB															
Lane 1[d]	758	4.7	758	4.7	1015	0.747	100	10.0	LOS A	3.6	93.4	Full	1600	0.0	0.0
Approach	758	4.7	758	4.7		0.747		10.0	LOS A	3.6	93.4				
All Vehicles	1836	5.4	1836	5.4		0.747		10.5	LOS B	3.6	93.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Church Driveway NB

Mov. From S To Exit:	U S	L3 SW	L1 NW	R1 NE	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.

Lane 1	1	1	1	1	1	5	0.0	479	0.011	100	NA	NA
Approach	1	1	1	1	1	5	0.0		0.011			
East: Hoosick Road WB												
Mov. From E To Exit:	U E	L2 S	L1 SW	R1 NW	R3 NE	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	1	524	129	4	660	7.1	1053	0.627	100	NA	NA
Approach	1	1	524	129	4	660	7.1		0.627			
NorthEast: Sweetmilk Creek Road SB												
Mov. From NE To Exit:	L3 E	L1 S	T1 SW	R2 NW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	53	1	25	4	84	2.0		559	0.150	100	NA	NA
Approach	53	1	25	4	84	2.0			0.150			
NorthWest: NY 142 SB												
Mov. From NW To Exit:	L2 NE	L1 E	R1 S	R2 SW	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	14	165	1	149	329	4.4		665	0.495	100	NA	NA
Approach	14	165	1	149	329	4.4			0.495			
SouthWest: Hoosick Road EB												
Mov. From SW To Exit:	L2 NW	T1 NE	R1 E	R3 S	Total	%HV		Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	137	29	590	1	758	4.7		1015	0.747	100	NA	NA
Approach	137	29	590	1	758	4.7			0.747			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	1836	5.4	0.747

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Church Driveway NB				
Lane 1	0.0	0.0	0.0	0.0
East: Hoosick Road WB				
Lane 1	0.0	0.0	0.0	0.0
NorthEast: Sweetmilk Creek Road SB				

Lane 1	0.0	0.0	0.0	0.0
NorthWest: NY 142 SB				
Lane 1	0.0	0.0	0.0	0.0
SouthWest: Hoosick Road EB				
Lane 1	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Hoosick Road/Lord Avenue AM Peak - 2025 Spot Imp (Site Folder: Existing Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Hoosick Road/Lord Avenue
Existing 2023
PM Peak
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	50% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Commercial Driveway NB															
Lane 1[d]	182	0.0	182	0.0	611	0.297	100	9.3	LOS A	0.5	12.8	Full	150	0.0	0.0
Approach	182	0.0	182	0.0		0.297		9.3	LOS A	0.5	12.8				
East: Hoosick Road WB															
Lane 1	95	0.0	95	0.0	1270	0.075	100	7.4	LOS A	0.1	3.1	Short	200	0.0	NA
Lane 2[d]	922	6.0	922	6.0	1190	0.775	100	4.1	LOS A	3.6	94.8	Full	600	0.0	0.0
Approach	1016	5.4	1016	5.4		0.775		4.4	LOS A	3.6	94.8				
North: Lord Avenue SB															
Lane 1[d]	71	1.5	71	1.5	413	0.172	100	11.9	LOS B	0.2	6.2	Full	350	0.0	0.0
Approach	71	1.5	71	1.5		0.172		11.9	LOS B	0.2	6.2				
West: Hoosick Road EB															
Lane 1	16	0.1	16	0.1	1253	0.013	100	7.5	LOS A	0.0	0.5	Short	200	0.0	NA
Lane 2[d]	804	7.8	804	7.8	1153	0.698	100	4.0	LOS A	2.6	67.9	Full	500	0.0	0.0
Approach	820	7.6	820	7.6		0.698		4.1	LOS A	2.6	67.9				
All Vehicles	2089	5.7	2089	5.7		0.775		4.9	LOS A	3.6	94.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Commercial Driveway NB

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	92	11	77	182	0.0	611	0.297	100	NA	NA

Approach	1	92	11	77	182	0.0		0.297			
East: Hoosick Road WB											
Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	94	-	-	95	0.0	1270	0.075	100	0.0	2
Lane 2	-	-	904	17	922	6.0	1190	0.775	100	NA	NA
Approach	1	94	904	17	1016	5.4		0.775			
North: Lord Avenue SB											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	22	15	33	71	1.5	413	0.172	100	NA	NA
Approach	1	22	15	33	71	1.5		0.172			
West: Hoosick Road EB											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	15	-	-	16	0.1	1253	0.013	100	0.0	2
Lane 2	-	-	695	110	804	7.8	1153	0.698	100	NA	NA
Approach	1	15	695	110	820	7.6		0.698			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2089	5.7	0.775

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Commercial Driveway NB				
Lane 1	0.0	0.0	0.0	0.0
East: Hoosick Road WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Lord Avenue SB				
Lane 1	0.0	0.0	0.0	0.0
West: Hoosick Road EB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Hoosick Road/Lord Avenue PM Peak - 2025 Spot Imp (Site Folder: Existing Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Hoosick Road/Lord Avenue
Existing 2023
PM Peak
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	50% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Commercial Driveway NB															
Lane 1[d]	315	0.0	315	0.0	445	0.708	100	19.9	LOS B	1.8	45.5	Full	150	0.0	0.0
Approach	315	0.0	315	0.0		0.708		19.9	LOS B	1.8	45.5				
East: Hoosick Road WB															
Lane 1	122	0.0	122	0.0	1164	0.104	100	7.8	LOS A	0.2	4.3	Short	200	0.0	NA
Lane 2[d]	885	3.8	885	3.8	1110	0.797	100	7.1	LOS A	4.4	113.4	Full	600	0.0	0.0
Approach	1006	3.4	1006	3.4		0.797		7.2	LOS A	4.4	113.4				
North: Lord Avenue SB															
Lane 1[d]	133	2.3	133	2.3	395	0.337	100	14.7	LOS B	0.5	13.5	Full	350	0.0	0.0
Approach	133	2.3	133	2.3		0.337		14.7	LOS B	0.5	13.5				
West: Hoosick Road EB															
Lane 1	34	0.1	34	0.1	1184	0.029	100	7.7	LOS A	0.0	1.1	Short	200	0.0	NA
Lane 2[d]	1104	3.5	1104	3.5	1136	0.972	100	18.3	LOS B	13.2	339.9	Full	300	0.0	74.0
Approach	1139	3.4	1139	3.4		0.972		18.0	LOS B	13.2	339.9				
All Vehicles	2593	2.9	2593	2.9		0.972		13.8	LOS B	13.2	339.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Commercial Driveway NB

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	162	18	133	315	0.0	445	0.708	100	NA	NA

Approach	1	162	18	133	315	0.0		0.708			
East: Hoosick Road WB											
Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	120	-	-	122	0.0	1164	0.104	100	0.0	2
Lane 2	-	-	852	33	885	3.8	1110	0.797	100	NA	NA
Approach	1	120	852	33	1006	3.4		0.797			
North: Lord Avenue SB											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	66	7	59	133	2.3	395	0.337	100	NA	NA
Approach	1	66	7	59	133	2.3		0.337			
West: Hoosick Road EB											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	33	-	-	34	0.1	1184	0.029	100	0.0	2
Lane 2	-	-	967	138	1104	3.5	1136	0.972	100	NA	NA
Approach	1	33	967	138	1139	3.4		0.972			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2593	2.9	0.972

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Commercial Driveway NB				
Lane 1	0.0	0.0	0.0	0.0
East: Hoosick Road WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Lord Avenue SB				
Lane 1	0.0	0.0	0.0	0.0
West: Hoosick Road EB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0

LANE SUMMARY

Site: 101 [Hoosick Road/Lord Avenue Fri Peak - 2025 Spot Imp (Site Folder: Existing Access)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Hoosick Road/Lord Avenue
Existing 2023
PM Peak
Site Category: (None)
Roundabout

Lane Use and Performance

	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Aver. Delay sec	Level of Service	50% Back Of Queue [Veh	Dist] ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: Commercial Driveway NB															
Lane 1[d]	214	2.9	214	2.9	366	0.585	100	19.2	LOS B	1.1	28.8	Full	150	0.0	0.0
Approach	214	2.9	214	2.9		0.585		19.2	LOS B	1.1	28.8				
East: Hoosick Road WB															
Lane 1	76	0.0	76	0.0	1213	0.063	100	7.6	LOS A	0.1	2.5	Short	200	0.0	NA
Lane 2[d]	1043	5.7	1043	5.7	1136	0.918	100	11.1	LOS B	9.1	237.1	Full	600	0.0	4.5
Approach	1119	5.3	1119	5.3		0.918		10.8	LOS B	9.1	237.1				
North: Lord Avenue SB															
Lane 1[d]	87	0.0	87	0.0	392	0.222	100	13.3	LOS B	0.3	8.2	Full	350	0.0	0.0
Approach	87	0.0	87	0.0		0.222		13.3	LOS B	0.3	8.2				
West: Hoosick Road EB															
Lane 1	48	4.0	48	4.0	1214	0.040	100	7.5	LOS A	0.1	1.6	Short	200	0.0	NA
Lane 2[d]	1177	6.5	1177	6.5	1181	0.997	100	19.4	LOS B	19.1	502.1	Full	500	0.0	50.5
Approach	1226	6.4	1226	6.4		0.997		19.0	LOS B	19.1	502.1				
All Vehicles	2646	5.4	2646	5.4		0.997		15.3	LOS B	19.1	502.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: Siegloch M1 implied by US HCM 6 Roundabout Capacity Model.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

d Dominant lane on roundabout approach

Approach Lane Flows (veh/h)

South: Commercial Driveway NB

Mov. From S To Exit:	U S	L2 W	T1 N	R2 E	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	106	9	98	214	2.9	366	0.585	100	NA	NA

Approach	1	106	9	98	214	2.9		0.585			
East: Hoosick Road WB											
Mov. From E To Exit:	U E	L2 S	T1 W	R2 N	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	75	-	-	76	0.0	1213	0.063	100	0.0	2
Lane 2	-	-	986	57	1043	5.7	1136	0.918	100	NA	NA
Approach	1	75	986	57	1119	5.3		0.918			
North: Lord Avenue SB											
Mov. From N To Exit:	U N	L2 E	T1 S	R2 W	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	38	6	41	87	0.0	392	0.222	100	NA	NA
Approach	1	38	6	41	87	0.0		0.222			
West: Hoosick Road EB											
Mov. From W To Exit:	U W	L2 N	T1 E	R2 S	Total	%HV	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Prob. SL Ov. %	Ov. Lane No.
Lane 1	1	47	-	-	48	4.0	1214	0.040	100	0.0	2
Lane 2	-	-	1075	102	1177	6.5	1181	0.997	100	NA	NA
Approach	1	47	1075	102	1226	6.4		0.997			

	Total	%HV	Deg.Satn (v/c)
All Vehicles	2646	5.4	0.997

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Merge Analysis

	Exit Lane Number	Short Lane Length ft	Percent Opng in Lane %	Opposing Flow Rate veh/h	Opposing Flow Rate pcu/h	Critical Gap sec	Follow-up Headway sec	Lane Flow Rate veh/h	Capacity veh/h	Deg. Satn v/c	Min. Delay sec	Merge Delay sec
There are no Exit Short Lanes for Merge Analysis at this Site.												

Variable Demand Analysis

	Initial Queued Demand veh	Residual Queued Demand veh	Time for Residual Demand to Clear sec	Duration of Oversatn sec
South: Commercial Driveway NB				
Lane 1	0.0	0.0	0.0	0.0
East: Hoosick Road WB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0
North: Lord Avenue SB				
Lane 1	0.0	0.0	0.0	0.0
West: Hoosick Road EB				
Lane 1	0.0	0.0	0.0	0.0
Lane 2	0.0	0.0	0.0	0.0