

**Round Lake Road Traffic & Mobility Improvement Project  
Eminent Domain Procedure Law (EDPL) Public Hearing Comments**

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## Round Lake Road Traffic & Mobility Improvement Project Eminent Domain Procedure Law (EDPL) Public Hearing Comments

<b>Project:</b> Round Lake Road Traffic & Mobility Improvements Project (PIN 1757.54) and the Round Lake Road Sidewalks (PIN 1759.60)	
<b>Date:</b> March 31, 2014	<b>Commenter:</b> See Below

Action	A	B	C	D
Code	Designer will Comply	Designer to Evaluate	Delete Comment	No Action Required

Comment #	Date/Type	Comment	Review Action	Response
<b>1. Larry Levine</b>				
1A	March 3, 2014 Comment Letter	<p>"...I had actually counted cars at both roundabout locations just prior to the meeting and found that the 2013 traffic counts overestimated side road traffic and left turns by over 40% and main road traffic by 100% during the PM peak hour. Thus, the project may not be warranted at this time and a temporary signalized solution might be reconsidered if the grant monies deadline for implementation can be extended."</p>	B	<p>As noted in section 2.3.1.6 of the January 2014 Draft Design Report: <i>"Traffic volume data was collected through the study area and included intersection turning movement counts and continuous 24-hour automatic traffic recorder (ATR) counts while school was in session. Turning movement count data was collected on May 29, 2013 and May 30, 2013 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. ATR data was collected from May 21, 2013 through May 24, 2013 for Round Lake Road and Chango Drive."</i> Based on the data collected, the PM peak period of heaviest traffic was from 4:45 PM to 5:45 PM, which is outside of the period when Mr. Levine counted (in a March 10, 2014 email, Mr. Levine noted his counts were performed from 3:00 PM to 5:00 PM).</p> <p>Furthermore, the count data that was projected to future years was compared to other counts completed within the area to ensure consistency. The count information received was also reviewed for seasonal and annual trends from NYSDOT ATR's located within the area. It also should be noted that these intersections accommodate different traffic patterns depending on the time of day as a result of commuters/residents leaving their homes heading to work during the AM peak hour and then returning to home during the PM Peak hour.</p> <p>Additionally, traffic signal warrants criteria outlined in the MUTCD is satisfied at the Ruhle/Raylinsky intersection under existing conditions. As discussed in the Draft Design Report, Section 3.3.1.7, analysis of the Chango Drive intersection indicates that warrants are met in 2020 (ETC+5).</p>
1B	March 3, 2014 Comment Letter	<p>"...a special "mitigation" fee or roundabout assessment should be considered for this development area."</p>	D	<p>The Town of Malta will utilize transportation mitigation fees collected from a previous development to fund the Town's share of the project costs.</p>

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1C	March 3,2014 Comment Letter	"I suggested installing a simple signal and cross-walk controls at the existing cross-walk which is planned to remain AFTER the roundabouts are installed at Hearthwood Drive."	B	The proposed alternative includes flashing pedestrian activated beacons at all crosswalks across Round Lake Road including the subject intersection. There is an existing crosswalk at this location that will be retained.  The MUTCD requires that an engineering study be performed to determine if a traffic signal is needed at a specific intersection. Section 4C of the MUTCD outlined nine warrants related to the installation of a traffic signal. A traffic signal warrant analysis was performed based on the three volume based warrants outlined in the MUTCD and it was determined that none of the warrants are satisfied at the Hearthwood Drive intersection. Additionally, a signal at this location would need to control all four intersection approaches.
1D	March 3,2014 Comment Letter	a. Based upon the colored plan in the rear of the meeting room, it is apparent that this is the ONLY existing cross-walk on Round Lake Road presently,	D	As noted previously, this crosswalk will remain. There are two additional existing crosswalks located on Round lake Road; one at Chango Drive and one at the Ruhle/Raylinsky intersection.
1E	March 3,2014 Comment Letter	b. The cross-walk is located at the easternmost entry to the Hannaford Mall and connects with Hearthwood Drive across from the driveway.	D	Comment noted.
1F	March 3,2014 Comment Letter	c. This cross-walk connects with all the sidewalks being considered,	D	Comment noted.
1G	March 3,2014 Comment Letter	d. The cross-walk is mid-block and traffic is ONLY east and west bound with no turning movements;	D	The Hearthwood Drive/Round lake Road/Malta Mall driveway intersection currently operates as a four-legged intersection with all turning movements permitted. The proposed design provides a center left turn lane that allows left turns into and out of Hearthwood Drive. The design also allows right turns into and out of Hearthwood Drive. The Malta Mall entrance includes a raised island which prohibits left turns out of the driveway and allows left turns into the mall. Right turns are allowed into and out of the driveway.
1H	March 3,2014 Comment Letter	e. The cross-walk is located almost perfectly mid-way between the two proposed roundabouts	D	Comment noted.
1I	March 3,2014 Comment Letter	f. The distance from this cross-walk to Ruhle Road and to Chango Road is equal to or more than the maximum queue expected, per the earlier discussion by the Project Team Leader from Creighton Manning,	D	Comment noted.
1J	March 3,2014 Comment Letter	g. Automatic and push button control can be installed at this location so that normally the signal would have a yellow flasher, but when the button was pushed and/or actuated otherwise, it would go into three color mode solely controlling traffic on demand for pedestrian crossing when and only if needed.	D	See comment # 1C for response.

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1K	March 3,2014 Comment Letter	h. Rather than forcing cars to use the roundabouts to make a u-turn and eliminate left turning traffic as one would expect of a purely safety improvement, there is center lane marked for turning traffic (a TWLTL or two way left turn lane). This is a design choice which has been made. I can understand why it was made. But as a result therefore, there is NO curbed center island for pedestrians to stand on if they get caught in the middle of Round Lake Road while crossing at the Hearthwood cross-walk.	D	A raised median at this location was proposed as part of the preliminary concepts for the corridor. Several local businesses and residents voiced concerns over the installation of a median and its impact on traffic and access to the various driveways. Additional concerns were raised by the Town and County regarding maintenance of a median and emergency responders from the Round Lake Hose Company who were concerned about ease of access through the corridor. Saratoga County would not accept maintenance responsibility for the roadway if a raised median was included in the plans and the Town of Malta would be required to take over ownership and maintenance of the roadway. The importance of retaining this crosswalk was noted during the steering committee meetings and voiced by the public during the public meeting. This is a common feature as part of the roundabout alternative and the signal alternative which both propose a two-way left turn lane in this location.
1L	March 3,2014 Comment Letter	i. I suggested that a raised island be installed at the cross-walk to provide a place of refuge for pedestrians at Hearthwood Drive. The island could be placed on the west side of the intersection along with the cross-walk. In this way westbound left turning traffic into the Mall could still be accommodated while not conflicting with the pedestrians crossing.	D	See comment # 1K for response.
1M	March 3,2014 Comment Letter	j. Because the signal at East Line Road is more than a half mile from the first roundabout, traffic platooning will not exist and vehicles will be spread out when they arrive at the cross-walk. Because the southbound I-87 off ramp to the east of the cross-walk is NOT signalized and is to be done by others at a Future time, traffic westbound on Round Lake Road will also not be platooned or timed by signals to purposely create gaps for pedestrian traffic to cross Round Lake Road. It will therefore be rare that a moment will occur when traffic will not be clear simultaneously for east and westbound traffic on Round Lake Road. Crossing children will potentially get trapped between east and westbound Round Lake Road traffic in a two way left turn lane. This is ill advised and obviously dangerous. The signalized cross-walk (with sunblock panels) will help.	D	<p>Pedestrians crossing Round Lake Road at either intersection will be provided the opportunity to do so as a result of gaps created from side street traffic entering each roundabout. Furthermore, the installation of the Rectangular Rapid Flashing Beacons (RRFB) (<a href="http://www.youtube.com/watch?v=KBItx0Argag">http://www.youtube.com/watch?v=KBItx0Argag</a>) at each Round Lake Road crossing and at the Hearthwood Drive intersection will alert approaching drivers that a pedestrian is crossing or wishes to cross the intersection. This advanced notice will enhance pedestrian safety at these locations. More information is available from FHWA regarding these devices: <a href="http://safety.fhwa.dot.gov/intersection/resources/techsum/fhwasa09009/">http://safety.fhwa.dot.gov/intersection/resources/techsum/fhwasa09009/</a></p> <p>As noted in response # 1K, the public requested that the crossing at Hearthwood Drive be retained as part of both the traffic signal alternative and the roundabout alternative.</p> <p>It should be noted that pedestrian traffic will have the opportunity to cross one lane of traffic for each leg of the roundabout at a time. One lane of traffic is approximately 16' in width. Conflicting traffic for this crossing will only come from one direction. The splitter islands located on each leg of the roundabouts will provide pedestrian refuge for individuals crossing. This pedestrian refuge will afford each individual the opportunity to cross each lane of traffic independently when a gap in traffic is available. Additionally, the roundabout geometry proposed will reduce vehicle speeds at the entrance and exit to the roundabouts where the crosswalks are located.</p>

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1N	March 3,2014 Comment Letter	k. The cross-walk is located within a very short distance of the elderly housing project and would satisfy ADA requirements and eliminate liability issues and concerns I had requiring children and handicapped crossing Round Lake Road. The signal would be equipped with audible signals for sight impaired individuals and would provide a secure, safe, mid-block crossing location. Roundabouts are dangerous for small children to cross because although vehicles are forced to slow down at the entry points, the same vehicles are speeding up at the exits. Anyone crossing a roundabout must cross the entrance AND the exit. A mid-block signalized crossing point would resolve this problem and provide a safer crossing point than currently exists. Cross-walks would still be installed on the roundabouts as planned to define right of way should they be used.	D	<p>All sidewalks, crosswalks, and curb ramps are designed to meet current ADA standards. Crosswalks with curb ramps and detectable warning areas will be provided at each leg of the roundabout and at the intersection of Round Lake Road and Hearthwood Drive. At the roundabouts, pedestrian traffic will have the opportunity to cross one lane of traffic for each leg of the roundabout at a time. The central splitter islands will provide pedestrian refuge for individuals crossing each leg of the roundabout which will afford each individual the opportunity to cross each lane of traffic independently when a gap in traffic is available.</p> <p>The roundabout geometry proposed will reduce vehicle speeds at the entrance and exit to the roundabouts where the crosswalks are located.</p> <p>In the particular case of midblock crossing at Hearthwood Drive, a pedestrian activated Pedestrian Hybrid Beacon (PHB) was evaluated. As noted in section 3.1 of the January 2014 Draft Design Report: This option does not meet the warrants required for installation and will not satisfy the project objectives or the programming goal and therefore it is not recommended for further consideration.</p>
1O	March 3,2014 Comment Letter	"...the County owns Round Lake Road, but they want to turn over ownership to the Town of Malta. This is a MAJOR issue. The Town thereby takes over perpetual maintenance of the roadway in this area including snow removal and plantings for the roundabouts, painting the cross-walks, signing and other marking as well as pavement repairs. This will be a substantial cost over time and should not be ignored."	D	The Town of Malta and Saratoga County have developed a draft maintenance agreement for the roundabouts based on the pre-existing agreement for the Dunning Street roundabouts located at Fox Wander East/West and Hermes Road. Saratoga County will retain ownership and maintenance of Round Lake Road between East line Road and the Exit 11 Southbound ramp intersection.
1P	March 10, 2014 Email to Town	1. I did my own limited manual turning movement traffic count at each proposed roundabout location during 3-5pm on a weekday in 2014. Based on comparison w the cme traffic study 2013 existing counts it is my recommendation that cme should redo their counts and observe the patterns. The designer should do this. It is highly possible that cme earlier counts were skewed by detours or another factor.	D	See comment # 1A for response.
1Q	March 10, 2014 Email to Town	2. Note that I saw no more than 48 cars per hour turn out of ruhle road and much less out of all other approaches to all other side roads. The cme traffic study shows 100+ left turns from the side road. It is way too high and the turn warrants per Nysdot and the mutcd are not met. Accident history also does NOT warrant the work proposed. Pedestrian activity does not warrant the work proposed.	D	<p>See comment # 1A for discussion of turning volumes and signal warrants at the Ruhle Road intersection. The MUTCD does not contain left-turn lane warrants.</p> <p>See Section 2.3.1.8 of the January 2014 Draft Design Report for a discussion of the accident history and the subsequent analysis.</p> <p>Pedestrian activity within the project corridor is expected to increase due to the installation of the proposed improvements. Furthermore, pedestrian connectivity and safety have been identified by the public as important features throughout the entire planning history in the corridor and are therefore stated project objectives.</p>

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1R	March 10, 2014 Email to Town	3. A left turn lane westbound on round lake road is a good idea although not warranted by volumes. It is only desirable to avoid Backup to i-87 ramps to the east. This is a problem for very short periods - and only during peak 15 minute periods.	D	See section 3.3.1.7 of the January 2014 Draft Design Report for a discussion on the proposed level of service and queuing for the analyzed intersections.  Review of the left-turn lane guidance published by the American Association of State Highway and Transportation Officials (AASHTO) shows that the 2013 Existing traffic volumes at the intersection meet the guidance for construction of a left-turn lane.
1S	March 10, 2014 Email to Town	4. Rarely, one vehicle, and perhaps once per hour, two left turning vehicles may cause westbound traffic to back up to the east on round lake road at the ruhle road intersection. The turning vehicle (s) always clear during the yellow interval. Otherwise, as soon as the turning vehicle pulls far enough forward, the vehicles waiting can go around it.	D	Comment noted
1T	March 10, 2014 Email to Town	5. The existing signal poles at ruhle road are set back far enough from the road to allow for installation of a westbound left turn lane 50 feet long. This single left turn lane will address all backup concerns on round lake road.	D	The installation of turn lanes do not meet the established project objectives. Furthermore, the addition of the left-turn lane on Round Lake Road does not address all concerns on Round Lake Road as queuing associated with the left-turn lanes is longer than the queuing associated with the single lane roundabout at this location.
1U	March 10, 2014 Email to Town	6. The twtll proposed will also solve any backup issues and turning issues. Albeit is a very costly way to do it and will encourage higher speeds and necessarily narrows the available shoulder for pedestrians and bikes and breakdown vehicles.	D	The installation of the two-way left-turn lane will be accomplished by symmetrically widening the roadway approximately 5.5'. The existing shoulders vary in width from 3'-4' and will be improved to a consistent 4' width which is consistent with the Saratoga County standard while still provides an accessible route for bicycles. Pedestrians are encouraged to use the existing sidewalks present within the corridor.
1V	March 10, 2014 Email to Town	7. No roundabouts are necessary otherwise unless you specifically wish to slow vehicles down to 15mph so people can cross the road. There are sufficient gaps caused by the signal at ruhle road to accommodate pedestrians existing pedestrians and exiting side road traffic now without the twtll and the roundabouts. Gaps were available every signal cycle to cross.	D	One of the project objectives is to provide traffic calming with the intent to reduce vehicular speeds. The installation of the roundabouts at both intersections will meet this objective. It should be noted that the roundabouts have advisory speeds posted at 15 mph and that the geometry of the roundabout slows vehicular traffic.
1W	March 10, 2014 Email to Town	8. No other left turn lane at either intersection is needed or warranted. Another coordinated signal at the west mall driveway would create gaps to cross the road and platoon vehicles without need of roundabouts or a twtll. Without a twtll, full 8 foot wide shoulders on both sides of the road would be possible accommodating break down and pedestrians safely. A 4' wide shoulder is just too narrow for a vehicle to pull over onto. No sidewalks would be required if this were done saving untold dollars.	D	As noted in the response to comment # 1C, a traffic signal is not warranted at the Hearthwood Drive intersection. Also, see comment # 1A for discussion of traffic signal warrants at the subject intersections and comment # A18 regarding left-turn lane guidance.  In the event of a breakdown, vehicles may use the two-way left-turn lane to maneuver around the broken down vehicle. Any breakdown would be short-term in nature and does not impact the design for this type of roadway facility.  Sidewalks are present between the subject intersections and are therefore not part of the project costs. Sidewalk construction is only proposed from Carlyle Court to Chango Drive and from Raylinsky Road to the Round Lake Bypass to extend the existing pedestrian network, a goal consistently identified by the public through the corridor planning and public participation process.

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1X	March 10, 2014 Email to Town	9. Note that almost all (95+%) of left turns out of ruhle rd are vehicles leaving stewarts turning left onto ruhle rd and using the light to get out onto round lake road. The present signal allows them to get out.	D	While it is noted that the Stewart's driveway intersecting Ruhle Road South does generate traffic at this location, the residential areas to the north of Round Lake Road and local businesses such as Adirondack Trust and Hudson Mohawk Pediatrics also contribute to southbound left-turning traffic at the intersection. Residential traffic to the north heading southbound is mostly generated during the AM Peak hour when residents are departing their homes and heading to work.
1Y	March 10, 2014 Email to Town	10. The sun is a major issue at this location as round lake road is east west and should be carefully considered for crossing issues. Signal backup boards should be considered.	A	A traffic signal is not included as part of the selected alternative at this time. Should a signal be progressed, the use of back plates will be considered.
1Z	March 10, 2014 Email to Town	11. The residents are quite concerned and worked up (I am sure you noticed) with concerns re crossing round lake road - especially as regards elderly and young kids. I do not think you are listening to their concerns and addressing them. Instead you are treating this project as "a done deal." It is not. I am sure this is not how you truly feel and that you would rather have the public back the project, but in the course of projects such as this, the clear objectives initially desired can get lost in the sauce so to speak. It is unfair and demonstrates a lack of respect to the residents to act otherwise and I hope you will pause, take a breathe and listen	D	Creighton Manning worked with a steering committee that was comprised of several representatives from the community. Committee meetings began in June 2013 and continued through November 2013. Additional committee meetings are scheduled for the project prior to construction. The intent of this committee was to first confirm the objectives established by the Round Lake Road Corridor Study completed in 2012 followed by development of the alternatives presented to the public and ultimately selected by the Town of Malta Town Board. The selected alternative by the Town Board is a direct result of the communication with the steering committee members.
1AA	March 10, 2014 Email to Town	12. The twtll addresses any backup and turning concerns so why have roundabouts?	D	The roundabouts have been selected for a variety of reasons, but primarily for intersection safety for pedestrians and bikes, traffic calming/speed reduction, and in the case at the intersection with Ruhle Road South/Raylinsky Road, for the reduction in vehicle queuing.
1AB	March 10, 2014 Email to Town	13. The ONLY reason for roundabouts is then to slow vehicles down and is to help pedestrians cross. But NOT if traffic speeds exceed 15mph and there are No Gaps in the traffic to accommodate them. 40mph is unacceptable. No traffic light means no or few gaps to cross without being trapped in the twtll. The need for ADA compliance for school children, elderly and handicapped requires a means to either stop traffic or provide gaps. With no signal, that is impossible here.	D	As noted, the roundabouts will slow vehicular traffic at the intersections. Traffic calming/speed reduction is a primary objective of the project. In addition to the installation of roundabouts, the project proposes that the speed limit be reduced post-construction at the Town of Malta and Saratoga County's request. The request to review the speed limit through the area must be processed through the New York State Department of Transportation (NYSDOT). Upon receiving the request from the Town/County, the NYSDOT will review the area in question and render a determination regarding the speed limit. Note that without the inclusion of roadway features to encourage slower speeds, it is unlikely that there will be a change in the average speed along the roadway.
1AC	March 10, 2014 Email to Town	14. Speed is an issue and safe refuge at Hearthwood is an issue. Neither is resolved so therefore this project is not completely considered and studied.	D	Comment noted.
1AD	March 10, 2014 Email to Town	15. The sun glare and twtll issues and 40mph speeds and large tractor-trailers and narrow 4' wide shoulders are problems that MUST be addressed..."	D	Round Lake Road is an east-west roadway; therefore, the sun is an issue regardless of which alternative is progressed. Tractor trailers are permitted under existing conditions and will continue to be permitted through this corridor in the future. The implementation of the Saratoga County standard of 4' shoulders minimizes the widening of the roadway while still providing an accessible route for bicycles.

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1AE	March 10, 2014 Email to Town	16. The design of the roundabouts using wide lanes and flattened exit angles encourages high exit speeds. Both make pedestrian crossing difficult, especially at the exit...	D	The proposed lane widths and exit speeds meet the current design guidelines set forth for roundabouts by NYSDOT and the Federal Highway Administration (FHWA). Lane widths accommodate all vehicle types including passenger cars, buses and tractor trailers.  The geometry of the roundabouts forces vehicular traffic to slow resulting in reduced vehicle speeds at the intersection.
1AF	March 10, 2014 Email to Town	17. Regardless of what the evolution of the project has been, nothing has been done yet which cannot be easily adjusted to make this a walkable bikeable and traffic calming project.	D	Comment noted.
1AG	March 10, 2014 Email to Town	18. Lower the design speeds, provide positive crossing protection w ADA compliance and don't get so hung up on roundabouts unless they are really needed and will make life better for the residents...	D	The proposed design speed is based on the existing 85 <sup>th</sup> percentile speed per the requirements set forth by Chapter 5 of the NYSDOT Highway Design Manual. Using the design criteria guidance from Chapter 2 of that manual, a lowered design speed would not change the proposed design. The critical design elements are controlled by the roadways functional classification. The functional classification cannot be changed.
1AH	March 10, 2014 Email to Town	19. \$5million dollars seems an outrageous price to pay for a single left turn lane westbound at ruhle road to avoid backups. I think with a lot of listening and a little tweeking this can be a project we all can welcome.	D	The proposed construction cost estimate is approximately \$4.86M. These costs are based on current industry costs for material and labor and also include a projected costs to acquire the necessary right-of-way. The project cost estimate is a reflection of the alternative selected as a whole and reflects more than the installation of turn-lanes.

## 2. Timothy Downey

2A	March 3, 2014 Public Hearing	"I've listened to the so-called experts with regards to what's going on here. And they have not convinced me with regards to people getting across that road without having a stop light and the traffic coming to a complete stop so people can cross..."	D	There are several studies available which have reviewed the effects of roundabouts on pedestrians and bicyclists.  The Insurance Institute for Highway Safety ( <a href="http://www.iihs.org/iihs/topics/t/roundabouts/ganda">http://www.iihs.org/iihs/topics/t/roundabouts/ganda</a> ) notes that "converting conventional intersections to roundabouts can reduce pedestrian crashes by about 75 percent. Single-lane roundabouts, in particular, have been reported to involve substantially lower pedestrian crash rates than comparable intersections with traffic signals."  Additionally, the Federal Highway Administration (FHWA) lists roundabouts as one of the proven safety countermeasures to implement on highways by practitioners. ( <a href="http://safety.fhwa.dot.gov/provencountermeasures/">http://safety.fhwa.dot.gov/provencountermeasures/</a> )  A Dutch study of 181 intersections that were converted to roundabouts results in a 73% reduction in all collisions and an 89% reduction in injury accidents.  Roundabouts provide the following benefits to pedestrians in comparison to traffic signals: <ol style="list-style-type: none"> <li>1. Shortened crossings of traffic</li> <li>2. Slower vehicular traffic</li> <li>3. Reduced vehicle/pedestrian conflict points within the intersection</li> <li>4. Require only pedestrian to check one direction of traffic prior to crossing</li> </ol>
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<b>3. Kevin Eitzmann</b>				
3A	March 3, 2014 Public Hearing	"We ask now as a united community that the town board side with the residents affected and propose a resolution tonight to support our preferred option that doesn't require eminent domain of residential land and would be in the best interest of the public good."	D	The Eminent Domain Procedure Law (EDPL) is a procedural requirement to be utilized when the potential for land acquisition is present for the construction of a project that provides a public benefit. Both alternatives proposed for the project require the use of the EDPL to be constructed.  Furthermore, the EDPL process affords each affected property owner the right to attend and review the appraisal and upon receiving the just compensation offer, the right to challenge the proposed acquisition of their parcel through judicial review.
<b>4. Ellwood Sloat</b>				
4A	March 3, 2014 Public Hearing	"In reviewing the Draft Design Report, dated January 2014 and authored by the Creighton Manning Company, specifically the content included under 4.2.2, Neighborhoods and Community Cohesion the information is incorrect.  The Communities Vision is not to have the neighborhoods divided or isolated. The two Roundabouts would have a negative effect on the community and the nearby residents..."	D	See comment # 3A for response regarding public involvement.  The public involvement documented over the life of the project has identified the needs of the corridor. The various studies adopted and completed to date documented the roundabouts as the best solution to meet these needs. As noted in Section 4.2.2.1 of the January 2014 Draft Design Report, " <i>overall, the project is expected to have a positive effect on community cohesion</i> " due to meeting the project objectives outlined in Section 1.2.3 of the January 2014 Draft Design Report.
4B	March 3, 2014 Public Hearing	"The other thing I want to say is, I sat on the steering committee, and on November 23rd, right before this board, I submit a response to the justification of nonconforming features. I've not seen that in the plan. I'm going to submit that today. I'm not going to read it because it was read previously, November 25th, and never made it to the plan.	B	The subject comment letter was included within the Public Involvement appendix of the Draft Design Report along with other public comments. A copy of this report is available online: <a href="http://roundlakeroadproject.files.wordpress.com/2014/02/appendix-f.pdf">http://roundlakeroadproject.files.wordpress.com/2014/02/appendix-f.pdf</a> . Several of the features noted in that letter have since been revised as noted in the hearing presentation.
4C	Petition Comment	"The United States Transportation Research Board studies have shown that motorists yield 85% of the time for pedestrians at signalized intersections and yield only 68% of the time at roundabouts. It is clear what is the true experts consider the safer design of intersection"	D	In reviewing the study referenced, motorist behavior by traffic control type was further described to state that " <i>Yield behavior also varied with the number of lanes at the crosswalk. The lack of yielding on two-lane sites (43%) was substantially worse than on one-lane sites (17%).</i> "  The proposed roundabouts on Round Lake Road are single-lane roundabouts which in accordance with the above referenced study, indicate a lack of yielding rate of 17% which is comparable to the lack of yielding rate presented within the study for a traffic signal controlled intersection (15%).  Furthermore, only seven roundabouts of the constructed and available 300 roundabouts within the country at the time of the study were referenced for the pedestrian portion of the study.
<b>5. Valerie Manley</b>				

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Comment #	Date/Type	Comment	Review Action	Response
5A	March 3, 2014 Public Hearing	"...But I'm asking you to do the right thing tonight. Not to take the Eitzmann's property, not to put a roundabout in their front yard. It's not right. They are your neighbor, your constituents and they have been your friend, when the alternative is the equal and as effective."	D	See comment # 3A for response.
<b>6. John Carl</b>				
6A	March 3, 2014 Public Hearing	"...I would like to echo Mr. Sloat's comments, that I see no justification here for eminent domain, because I don't see how this benefits the public good. Those who don't learn from history are doomed to repeat. In the city of London in the 1960s was the first roundabout built. They went crazy with them. They put gyratories and roundabouts all through the city. In the London newspapers last week it was announced that they budgeted \$500 million to extract these intersections, to take them away, to turn them into signalized controlled intersections. Why? Casualty and fatality rates for pedestrians and cyclists at these intersections. I don't see why we have to make our own mistake. I think we can learn from the mistakes of others.	D	See comment # 7A for response regarding public benefits.  The referenced circular intersections in London are not the single-lane roundabouts proposed for Round Lake Road. The London intersections are large diameter, multi-lane, traffic circles and "gyratories". Single lane, modern roundabouts are small diameter circular intersections which are much different than traffic circles.

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<b>7. Murray Eitzmann</b>				
7A	March 3, 2014 Public Hearing	I understand that there are two fully engineered alternatives in the preliminary design report, of which the roundabout is the second alternative...I also understand that public use is the appropriation of private property taken by the government under its right of eminent domain, in a matter advantageous to the public. Public use means public advantage. I assert that the town has not sufficiently established the public advantage to the Round Lake Road community of Alternative 2, roundabouts, over Alternative 1, and, hence, does not entitle the Town to take my private property.	D	<p>As noted in Section 1.2.3 of the January 2014 Draft Design Report, the following project objectives were identified:</p> <ol style="list-style-type: none"> <li>1. Improve safety for all modes of transportation through: <ol style="list-style-type: none"> <li>a. Access management of existing and future known driveways</li> <li>b. Traffic calming techniques based on engineering practices to reduce vehicle speeds</li> </ol> </li> <li>2. Provide multi-modal connections between the various generators and the destinations located within the corridor consistent with the latest standards for such facilities.</li> <li>3. Improve overall traffic operations using effective methods to minimize delay and to provide an acceptable level of service, for a design period of at least 20 years.</li> <li>4. Provide operational improvements consistent with Town and Community visions as documented in adopted studies for the Round Lake Road Corridor.</li> </ol> <p>Project objectives identify areas in which the alternatives are to be compared to help determine the most applicable solution to the previously documented concerns with the roadway corridor. While alternative 1 (traffic signals) do meet most of the identified project objectives, alternative 2 (roundabouts) meets all of the project objectives. Achieving the project objectives is the benefit to the public.</p> <p>The EDPL process affords each affected property owner the right to attend and review the appraisal and upon receiving the just compensation offer, the right to challenge the proposed acquisition of their parcel through judicial review.</p>
7B	March 3, 2014 Public Hearing	<p>Furthermore, there are serious safety concerns remaining for the as-proposed roundabouts. For the record, I list the following items to support my position. Councilman Hartzell's statements based on his research and thoughtful consideration in voting against the resolution of the Town Board to prefer the roundabout alternative.</p> <p>Two main statements I recall: A. The town's engineering firms have not sufficiently proven the safety of the as-proposed roundabouts for pedestrian crossing; and B. That anyone who has engaged the community down there knows the residents are overwhelmingly against the roundabouts.</p>	D	<p>See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.</p> <p>See comment # 1AA regarding the selection of alternative 2 (roundabouts).</p>
7C	March 3, 2014 Public Hearing	Should the Town proceed with roundabouts, I expect a negative impact for my entire residential property value that should be factored into just compensation.	D	Compensation amounts will be based on the appraised value of the land performed by a licensed appraiser. The property owners will be provided an opportunity to review the appraisal

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7D	March 13, 2014 Email	"I have another specific concern to the CM preliminary The plans call for extending the guard rails much further along my lot to the east along Round Lake Rd to a point impinging on driveway access off of Round Lake. There is an approved county driveway permit and there may be setbacks from the east lot line to observe. I ask that the final design NOT extend the guard rails further east then is absolutely needed and must as minimum maintain all recommended setbacks for an approved driveway access off of Round Lake Rd."	B	A detailed review of the proposed guide rail design in accordance with current design standards and criteria will be completed during final design.

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7E	March 13, 2014 Letter to Mary Harding (NYSDOT)	<p>The SSRS funds are specific and earmarked re walk to school. If they are to be used in error or falsely then it is a legal question. Speed should be reduced regardless. It is "inherently unreasonable" to have a child stand in a road with trucks and cars going 40mph either side of them. That would likely be the legal test.</p> <p>When installed and after sidewalks are installed and after the town spends \$250000 in walk to school grant funds, I would hope that there would be enough kids crossing to warrant it. Note that if walk to school funds are being sought under false pretenses, then that money should be returned to the feds. The Town's contracted engineer CM letter does not say that the signal is not in accordance with the MUTCD. He says it does not meet warrants in the MUTCD which has to do with pedestrian use per hour. This is a political issue. The political will must be present and the designer must truly want to encourage children to cross round lake road. I personally believe that the town and CM never had and still do not have any intention to make round lake road walkable and bikeable. Otherwise they never would have designed the roundabouts for 40mph and tractor-trailers and put a crosswalk which strands kids in a two way left turn lane. This location is being treated as a corridor for vehicular traffic and NOT as a newly developing downtown area for round lake. All the businesses have been created using signal control as the basis for their driveway locations long ago. It is unfortunate that the town and CM are trying to use buzz words to sell the project like "traffic calming" and "walkable/bikeable" when in reality they are creating something that is neither - and they know it.</p>	D	<p>Safe Routes to School funding was awarded to the Town of Malta to connect the subdivisions to the west with the existing sidewalk network at Chango Drive. Reducing vehicle speeds and traffic calming is a project objective and the roundabouts will provide that calming. The NYSDOT maintains a webpage dedicated to SRTS funding which provides examples for the implementation of traffic calming, including roundabouts. <a href="https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/srts/faq">https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/srts/faq</a></p> <p>As noted in the January 2014 Draft Design Report, the Chango Drive/Round Lake Road intersection does meet traffic signal warrants. As noted in response to comment #1C, the Hearthwood Drive/Round Lake Road intersection does not meet any of the traffic signal warrants under existing or forecasted conditions. Through the public involvement process it was clear that the public wished to retain the mid-block crossing at Hearthwood Drive. It is further noted that pedestrian traffic is one of several traffic signal warrants that are to be considered prior to the installation of a new traffic signal. The pedestrian volume warrant (warrant #4) is composed of two criteria; the first is a review of the pedestrian crossing volume for a period of four hours. This criteria requires at least 75 pedestrians per hour for all four hours. The second criterion is a review of the pedestrian crossing volume during the peak hour. This criteria requires 93 pedestrians for a one hour period. The school crossing warrant (Warrant #5) notes that prior to the installation of a signal, other measures such as flashing beacons and warning signs shall be considered first. This project includes Rectangular Rapid Flashing Beacons (RRFB) at all Round Lake Road crossings, including Hearthwood Drive.</p> <p>The roundabouts are not designed for 40 mph, they are designed to control vehicle speeds within the 15~20 mph range. This roadway does carry truck traffic and will continue to do so, as such, any intersection design needs to accommodate trucks. With roundabouts, truck accommodations are accomplishing by using the center truck apron to provide extra space for the truck while still controlling vehicle speeds within the circulatory roadway.</p>
7F	March 13, 2014 Letter to Mary Harding (NYSDOT)	Perhaps the proposal should be brought to the state dot and see what the state dot thinks of the current design now that walk to school funds are involved.	D	NYSDOT was provided the January 2014 Draft Design Report for review. There were no comments received from the Department regarding conflict in design for the Safe Routes to School portion of the project (Carlyle Court to Chango Drive).

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7G	March 13, 2014 Letter to Mary Harding (NYSDOT)	“ [CM is] creating an unsafe ADA and unsafe child crossing while at the same time spending federal and state funds to encourage kids to cross. That is a liability nightmare which, God forbid, a child is hurt, will become a disaster for the town because without the county state or feds involved, makes Malta totally responsible. CM should not put the town in this position. A \$20million lawsuit will wipe out any smiles on town official’s faces. I hope the town and town officials have enough insurance. Otherwise the taxpayers will be left with the tab. CM should stop selling this as a safety project for elementary school kids if it isn’t.”	D	See comments # 1N regarding ADA accessibility and # 2A for discussion of pedestrian crossings and safety at roundabouts.
7H	March 13, 2014 Letter to Mary Harding (NYSDOT)	I like roundabout crossings like in Luthers Forest where speeds are lowered from 30 down to 15mph in a residential area. But even there, when there are no breaks in traffic during peak hour traffic, people have to dodge cars to make it.	D	See comment # 1V for response.
7I	March 13, 2014 Letter to Mary Harding (NYSDOT)	Roundabouts prevent t-bone accidents. They are not very effective as uncontrolled elementary school crossing points.	D	Roundabouts help to prevent t-bone collisions and other high-speed collisions.  There are several roundabouts located near schools where children cross the roundabouts frequently. A listing of these locations can be found on the project website at <a href="http://roundlakeroadproject.files.wordpress.com/2013/12/113005_school-roundabouts_201309271.pdf">http://roundlakeroadproject.files.wordpress.com/2013/12/113005_school-roundabouts_201309271.pdf</a>  Additionally, see comment # 2A for response regarding pedestrian safety.
<b>8. Dr. Frank Preda</b>				
8A	March 3, 2014 Public Hearing	“..Lake Road intersection every day—twice a day sometimes. And I am very much in favor of the roundabout...”	D	Comment Noted.
<b>9. Deborah Albrecht</b>				
9A	March 3, 2014 Public Hearing	“...there was a note from the engineering firm saying that they were going to place a signal light at the southbound off-ramp from 87. I feel that this is the priority...”	D	Comment Noted. The NYSDOT will determine when a traffic signal is warranted at this location.
9B	March 3, 2014 Public Hearing	“...If they put in a roundabout at Raylinksy and Round Lake Road prior to putting in the signal at the off-ramp, it will be impossible, because you will have a continuous flow of traffic.”	D	A review of the intersection operations at this location indicate that federal warrants for installation of a traffic signal are not met. The NYSDOT will determine when a traffic signal is warranted at this location.
9C	March 3, 2014 Public Hearing	“...I am one of those people who are very concerned that a roundabout does not provide adequate safeguards to pedestrians and bike riders.”	D	See comments # A13 and # 2A for response.

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<b>10. Fred Bader</b>				
10A	March 3, 2014 Public Hearing	"...One of the things regarding the roundabouts that scares the heck out of me are school buses and the children going from Heartwood over to Chango..."	D	Comment noted. No technical comments.
10B	March 3, 2014 Public Hearing	"...I have seen cars on these roundabouts here on 67 try and make a u-turn by making a left and going back. I have seen them in the circle slam on their brakes because they see me coming up to the yield sign. We don't need any more of this."	D	Comment noted. No technical comments.
10C	March 3, 2014 Public Hearing	"Finally what happens when you have an accident in a traffic circle that's one lane wide? Everything stops. And now you got the same problem, trying to get that rescue vehicle up to the intersection where the accident occurred..."	D	The circulatory roadway and the truck apron are both 17' wide providing for an overall width of approximately 34'. Should a serious accident occur within the roundabout, broken down vehicles can relocate to the truck apron, outside of the circulatory roadway.
<b>11. Shelda Roerig</b>				
11A	March 3, 2014 Public Hearing	"...I can't see where you can have a child cross from Raylinksky, one lane, wait and pause in the middle, and cross the rest of the way and be safe..."	D	See comment # 1A for response
11B	March 10, 2014 Letter	"I am strongly opposed to the taking of land by Eminent Domain for the purpose of constructing roundabouts at the intersection of Round Lake Road and Ruhle-Raylinksky roads and the intersection of Round Lake Road and Chango Drive."	D	See comment # 3A for response.
11C	March 10, 2014 Letter	"I would be in agreement to take lands for left turns with traffic lights should we get such a plan approved."	D	Comment noted.
11D	March 10, 2014 Comment Letter	A) Three ten year old boys seek to cross from Rite Aid at S.W. quadrant of round about to Stewarts on N.E. quadrant. First, they must judge the speed and distance of traffic coming eastbound on Round Lake Road. After seeing a break in traffic, they start to cross into the median-however, a driver coming from the east around the round about plans to turn left onto Raylinksky Road in that same lane. The kids would not necessarily be expecting the driver to be turning left instead of continuing westbound (as nearly all traffic does) since round about drivers rarely signal. The kids would have less than a quarter circle to see that the driver is coming right at them.	D	Pedestrians are not permitted to cross using the center of the roundabout (center island). Pedestrians use the splitter islands located on the roundabout approaches to cross one single lane of traffic at a time. Traffic does not encircle pedestrians in these locations. The islands are designed to provide enough width to accommodate a pedestrian with a stroller or cart.

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11E	March 10, 2014 Comment Letter	B) The above three boys have made it into the median and need to cross the lane to get to Stewart's. They look eastward on Round Lake Road to watch for a break in traffic, while facing northeast. A break happens, they dash into the lane to cross-at the same time a driver coming from the west behind them is in the same lane to make a left onto Ruhle Road. Again, less than a quarter circle for kids and driver to become aware of each other.	D	See comment # 11D for response.
11F	March 10, 2014 Comment Letter	C) A mother, walking with an infant in a stroller and holding the hand of a young child, needs to cross to Rite Aid or Hannaford's and back. She feels the terror of standing in the median, while being encircled by 15-20 mph traffic, waiting for a safe break to get out of there. She's not likely to try that again, which eliminates her option to safely walk where she wants to go.	D	See comment # 11D for response.
11G	March 10, 2014 Comment Letter	D) Seniors, whose step has been slowed by age and whose eyesight may not be what it once was, are expected to judge speed and distance of cars as well as their own speed-if they want to come from Bellevue Gardens (on Raylinsky) across Round Lake Road onto the Ice Cream Trail alongside Ruhle Road for their summertime evening walks. (also true for seniors crossing from their housing across from Chango Drive to Hannaford, Trustco, etc.)	D	See comments # 1M and # 2A for response.  Additionally, the length of time the RRFB will be flashing is determined based on the Manual for Traffic Control Devices (MUTCD) established walking speed rate and the length of the crossing. This accepted method is intended to protect various users and their respective walking speeds. The flashing time is able to be adjusted to adjust for conditions where frequent users are on average slower walkers.
<b>12. Mark Spataro</b>				
12A	March 3, 2014 Public Hearing	"Here's what we get to look for safety. You're going to have more accidents. That's safety. That's a push towards safety. They are going to be different accidents. We're all in agreement on that. Fatalities. We want to get rid of those. Well, to this point there's been none. So, I don't know. How are you going to do that? Are you going to get fewer than none? I don't understand it, at all"	D	See comment # 1Q for response.
<b>13. Mike Smith</b>				
13A	March 3, 2014 Public Hearing	"...And the whole thing with that is, where is this traffic going to come from? And the supervisor on YNN, Saturday on the news, said, well we're looking 20 years down the road. Why are you looking—more traffic? That's to extreme, 20 years from now. When you're in a position to contain it..."	D	See Section 2.3.1.6.(2) of the January 2014 Draft Design Report for discussion of the future traffic volumes. Federal funding requires that projects consider future years to ensure that the investment in the infrastructure will still be adequate.

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13B	March 4, 2014 Letter	"...Cars fly through roundabouts because they don't have to stop. Many people can't yield while looking in multiple directions. They are dangerous"	D	See comment # 1AA regarding selection of alternative 2 (roundabouts) and # 2A regarding overall roundabout safety for response.
<b>14. Bridgette Carluccio</b>				
14A	March 3, 2014 Public Hearing	"...You have an elementary school right down the street from the circle, so I definitely want to make that point..."	D	See comment # 7I for response.
14B	March 3, 2014 Public Hearing	"...I would like to echo the fact that we definitely need to prioritize the southbound traffic signal on the Northway..."	D	See comment # 9B for response.
<b>15. Joan Alexander</b>				
15A	March 3, 2014 Public Hearing	"...there's a backup, but that could be changed with traffic lights, not with roundabouts..."	D	See comments # 1T and # 1AA for response.
15B	Petition Comment	"I do not see how the "Round-About" by Stewarts would be able to make it safe for anyone, especially the children, to try and cross Round Lake Road or the side roads. Young children are not tall and for a driver that is trying to watch cars pulling into the Round-About you cannot pay attention to the cars and the children"	D	See comments # 1M and # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>16. William Snide</b>				
16A	March 3, 2014 Public Hearing	"...And a single lane roundabout is probably the absolute worst type of roundabout. Like it's already been presented tonight, one accident, it's done. It shuts everything done..And, living on Raylinksky, at least a light allows me enough pause in the traffic for me to get out onto Round Lake Road. Roundabouts will not allow that during specific times..."	D	See comments # 2A and # 10C for response.
16B	March 3, 2014 Public Hearing	"...There will be an increase in accidents..."	D	While there may potentially be an increase in accidents, the severity of those accidents are expected to decrease. Furthermore, the Federal Highway Administration (FHWA) lists roundabouts as one of the proven safety countermeasures to implement on highways by practitioners. ( <a href="http://safety.fhwa.dot.gov/provencountermeasures/">http://safety.fhwa.dot.gov/provencountermeasures/</a> )
16C	March 3, 2014 Public Hearing	"...They are not conducive to pedestrian traffic..."	D	See comments # 1M and # 2A for response.
16D	Petition Comment	"Roundabouts will be dangerous for pedestrians. The proposed roundabouts will just add to congestion."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.  See Section 3.3.1.7 of the January 2014 Draft Design Report for a discussion on future level of service for each alternative considered.

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<b>17. Ira Nichols</b>				
17A	March 3, 2014 Comment Card	I am not in favor of the roundabouts. Bad location with the Chango School and the senior living	D	Comment Noted
<b>18. Patricia A. Nichols</b>				
18A	March 3, 2014 Comment Card	I strongly disapprove of the proposed roundabouts at the intersections of Round Lake Road with Chango Drive and Ruhle/Raylinsky Road. Roundabouts here are too close to residential neighborhoods, whose residents walk across to local business and there are walkers/joggers especially in good weather. Roundabouts are not pedestrian friendly, especially for seniors.	D	Comment noted. See comments # 1M and # 2A for response.
<b>19. Susan Spadaro</b>				
19A	March 3, 2014 Comment Card	I oppose roundabouts. We do not need more accidents - small or large.	D	Comment noted
19B	Petition Comment	"In my opinion, roundabouts give drivers a choice of action; enter the circle now, which lane should I be in, stop and wait before entering the circle."	D	The proposed roundabouts are single-lane roundabouts therefore requiring the driver only to make the decision of when to enter the circulatory roadway. All drivers are required to yield prior to entering the roundabout.
<b>20. Uddin</b>				
20A	March 3, 2014 Comment Card	*Safety Hazard* to elderly & children.	D	See comments #1M and # 2A for response.
20B	March 3, 2014 Comment Card	The taking of private property.	D	See comment # 3A for response.
20C	March 3, 2014 Comment Card	Increased taxes to the town.	D	See comment # 1B for response.
20D	Petition Comment	"The roundabouts are a safety hazard"	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>21. David Leone</b>				
21A	March 3, 2014 Comment Card	I am against the Round Lake roundabouts	D	Comment noted.
<b>22. Debbi Leone</b>				
22A	March 3, 2014 Comment Card	I am totally against the Round Lake Roundabouts. If I knew this is how Mr. Sausville felt I would not have voted for him.	D	Comment noted.

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<b>23. Donald Slingerland</b>				
23A		I feel roundabouts on round lake road would be very unsafe for everyone. It would promote a fast tract for all traffic coming and going to the Town of Ballston and their growing population. The 87 traffic from C/P is heavy during the hours 7:30-8:30 AM and does not necessitate an additional lane built. The slower traffic on Round Lake Road between 4 & 6 is similar.	D	See comments # 1V, # 1AA, and # 2A for response.  A traffic analysis performed as part of this project indicates that the current intersection configurations provide a poor level of service in during both current and future years. Public input received as part of both this project and the previous planning study confirmed that local traffic experiences delays through the corridor during peak travel times.
<b>24. Mary Beth Waterstram</b>				
24A		I am strongly opposed to the roundabouts for Round Lake Rd. The safety of the area residents is of major concern. People would be better served with a traffic light with a left turn arrow. Residents could cross easily with a light.	D	Comment noted. See comment # 2A for a discussion on roundabout safety.
<b>25. Lisa Adams</b>				
25A	March 13, 2014 Email to Supervisor	"...We do not want the two roundabouts you have chosen to build by Stewarts and Chango Drive. My son rides his bike to school EVERY DAY when it is nice out. He has ADHD and this is a great way for him to get out some energy before school. Children are impulsive. Children with ADHD are incredibly impulsive. I will ABSOLUTELY NOT ALLOW my child to ride his bike to school if these roundabouts are put in. He needs the traffic stopped...as it is now.	D	Comment noted.
25B	March 13, 2014 Email to Supervisor	The traffic in the evening will be absolutely non-stop if a roundabout is put in.	D	While it is anticipated that the average delay per vehicle will increase on the side streets during the PM Peak hour with the installation of the roundabouts, gaps in traffic flow will be created from Round Lake Road traffic turning onto the existing side streets. This will provide the opportunity for side street traffic to enter each roundabout.
25C	March 13, 2014 Email to Supervisor	The drivers will be driving into the setting sun while trying to manipulate a roundabout.	D	Round Lake Road is an east-west roadway; therefore, the sun is an issue regardless of which alternative is progressed. Vehicles will be traveling slower as a result of the roundabouts and thus will be able to react to roadway conditions more easily than when traveling full speed through a traffic signal.
25D	March 13, 2014 Email to Supervisor	This is absolutely not a safe place for pedestrians and bikers to be.	D	See comment # 2A for response regarding pedestrian safety.
25E	March 13, 2014 Email to Supervisor	I was unaware of the information published in the Gazette...that is a Schenectady paper. I read the Times Union every day. Had I read this in the Times Union I would have responded.	D	The official paper of record as designated by the Town of Malta Town Board is the Daily Gazette. Additional information has been posted on the project website at <a href="http://roundlakeroadproject.com/">http://roundlakeroadproject.com/</a>

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25F	March 14, 2014 Email to Supervisor	"Have your studies considered this? Drivers will be looking left, attempting to navigate a circle (which many people cannot do correctly anyway), while driving into the sun. Meanwhile, you have impulsive children that will need to figure out roundabouts and how to cross them. They will not only need to look left at the traffic coming...but they will need to assess all of the cars approaching the roundabout from all directions. Cars move a lot faster than a child walking his bike across the street..."	D	See comments # 1M, # 2A and # 25C for response. The Town and School are evaluating an educational program for all ages regarding the proper use of roundabouts as a pedestrian, bicyclist or driver.
25G	March 14, 2014 Email to Supervisor	"...Have any of your studies actually included children attempting to cross the street at a busy roundabout? This would be very valuable information. If you have it, please share it because it would help you. We would be more willing to support this if you could prove that children can actually cross a busy roundabout..."	D	See comment # 7I for response.
<b>26. Justin Grassi (The Jones Firm on behalf of Peter Belmonte)</b>				
26A	March 12, 2014 Comment Letter	1. Eighty-foot Green Area: According to the PDD, the developer is required to provide an eighty-foot green area measured from the center line of Raylinsky and Round Lake Roads. The calculation of the centerline (presumably the center of the roundabout) does not appear to be changing. As a result, it does not appear relief from this provision will be necessary. For purposes of clarity, we would ask the Town confirm this understanding.	A	As noted, in accordance with the PDD and discussions with the Town of Malta Planning Department, the limits of the previously defined 80 ft green area shown in the PDD concept plan will not need to be revised. The green area will be measured based on the pre-roundabout roadway centerlines.

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26B	March 12, 2014 Comment Letter	2. Stormwater Retention Area: The PDD requires the approval of an on-site stormwater management area, as generally shown on the map entitled "Bishops Square Development District" dated June 18, 2012 (the "Sketch Plan"), prior to the issuance of any building permits. The loss of the Acquisition Parcel by our client would result in the loss of a significant portion of the water retention area as depicted on the Sketch Plan. This would impact our ability to manage stormwater volume on site. Among the alternatives we would ask you to consider are (i) over-sizing the Town's stormwater management system that will accommodate runoff from the roundabout by an amount that is equal to the volume effectively being taken away from the PDD system and permitting the PDD to direct this volume of runoff into the Town's system, or (ii) the Town permit the development of an underground stormwater management system within the PDD and provide compensation to the developer for the increase in cost. These options would also necessitate, (a) an amendment to the Sketch Plan to provide for the design and construction of the alternative retention area, (b) an amendment to the PDD text to affirmatively provide for the alternative management of storm water, and (c) a PDD text amendment that directs the Planning Board to accept this solution during the site plan review processes.	B	<p>An evaluation of the proposed stormwater management area, as identified on Appendix "B" (the "Sketch Plan") of the proposed PDD, indicates an area of approximately 0.22 acres. Using similar offsets from the back of proposed sidewalk, it appears that the stormwater area on the subject parcel can potentially be reconfigured to account for the area lost as part of the proposed acquisition of real property. The area required for the on-site stormwater area will be reduced as a result of the proposed curbing along Raylinsky Road and Round Lake Road that will capture roadway runoff and contain it entirely within the roadway drainage system.</p> <p>It should be noted that the Town's stormwater management system for the proposed project will not be located adjacent to this parcel and will likely be located within the public right-of-way further east of the subject parcel. Furthermore, the Town would not be agreeable to the installation or development of an underground stormwater management system at this time. The Town is committed to addressing these concerns with the property owner(s) and intends to reasonably assist the owner in addressing these concerns as the proposed PDD progresses further towards site plan approval. As discussed with the site engineer, there may be opportunities to adjust on-site grades to reduce the runoff destined for this stormwater management area.</p>
26C	March 12, 2014 Comment Letter	3. Construction Issues: The reconfiguration of the property line will make it difficult (if not impossible) to construct the proposed building at the northwest portion of our site (Building 10) without making use of a portion of the Acquisition Parcel. As a result, we will need access and use of some portion of the Acquisition Parcel during construction of Building 10 and during installation of some of the utilities. The most common means to provide for this use would be for the Town to grant to our client a Temporary Construction and Grading Easement to include standard provisions pertaining to (i) temporary use, (ii) restoration of the property and, (iii) insurance naming the Town as additional insured.	A	<p>The Town of Malta is in agreement that a temporary construction and grading easement be provided to the property owner for the portion of the acquisition parcel during the construction of Building 10 as identified on Appendix "B" (the "Sketch Plan") of the proposed PDD for the purposes of temporary use and restoration of the property. Further, the Town of Malta agrees to be listed as an additional insured party on the easement. The terms of this easement will be confirmed during detailed right-of-way discussions as part of the acquisition process.</p>

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26D	March 12, 2014 Comment Letter	4. Greenspace: The Sketch Plan depicts the Acquisition Parcel as a portion of the greenspace required by the PDD -11.828 acres representing 55% of the entire parcel. The loss of the Acquisition Parcel will diminish the greenspace within the PDD. As such, we would ask the Town to consider an amendment to the Sketch Plan, with corresponding language in the text of the PDD, to reflect a decrease in the amount of required greenspace. The reduction sought would correspond directly to the amount of greenspace lost by the taking of the Acquisition Parcel. The text amendment would include the necessary adjustments to percentages for pavement and building space.	B	While it is understood that a large portion of the greenspace required by the PDD is included in the acquisition parcel, Appendix "B" (the "Sketch Plan") of the proposed PDD also assumed the installation of a roundabout and a portion of property to be donated to the Town of Malta. The Town will calculate the required greenspace as if no changes, as delineated in PDD Appendix B relating to the conceptual roundabout design, have been made. The planning department will issue an interpretation in accordance with the PDD legislation to solidify this.
26E	March 12, 2014 Comment Letter	5. Prohibition of Buildings on the Acquisition Parcel: Given the proximity of Building 10 to the Acquisition Parcel, we ask the Town to consider a restrictive covenant that would prohibit construction of any buildings on the Acquisition Parcel.	A	The Town of Malta intends to include, as requested, the addition of a restrictive covenant that would prohibit the construction of any buildings on the acquisition parcel. This addition is subject to further review by the Town of Malta attorney and the real estate consultant for the project to ensure adherence to guidelines set forth by the Federal Highway Administration in regards to the acquisition of real property.
<b>27. Jose &amp; Ms. Cathy Abrena</b>				
27A	March 7, 2014 Email to Supervisor	Not in favor of roundabouts.	D	No technical comments.
27B	Petition Comment	"A left turn lane would, in our opinion, keep traffic moving along well and preserve the safety of all pedestrians."	D	The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.  See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>28. Dick Musick</b>				
28A	March 2, 2014 Email to Supervisor	"...How clever of you and the Town Board to have one engineering company prepare a safety report in November, and accept this one proposal on Dec. 30th! You and the Board must have realized that out attention would be elsewhere in Nov. with Thanksgiving and family events, and even busier around Christmas and New Year Eve/Day events..."	D	The Round Lake Corridor Planning Study was completed in February 2013 which identified improvements and recommendations for the corridor. As part of the current project a Steering Committee was formed to provide input into the project for the duration. A public information meeting was held on September 19, 2013 to solicit further input. The Town's Engineers presented their recommendation to the Town Board on November 25, 2013 at their Agenda meeting which included single-lane roundabouts. A Board workshop was held on December 3 <sup>rd</sup> to discuss several aspects of the proposal. On December 30, 2013 the Town Board passed a resolution approving the recommendations
28B	March 2, 2014 Email to Supervisor	"...I have tried the roundabouts (round and around and around and around) at east of Exit 11 and those in Malta at Exit 12 on Routes 9 & 67...."	D	The roundabouts proposed for Round Lake Road are single-lane roundabouts, not multi-lane roundabouts which are located at Exit 12. The proposed roundabouts will match closely to the two single lane roundabouts located to the east of Route 9 on Dunning Street.

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28C	March 2, 2014 Email to Supervisor	"Sure you might say roundabouts are safer, but is that because there are many people like us who avoid those roundabouts, therefore less car traffic and less accidents, but less accidents I don't think that's correct. Less accidents may not be correct from what I have been able to learn; maybe less serious accidents but more lesser accidents, from the reports I have read..."	D	See comment # 16B for response.
28D	March 2, 2014 Email to Supervisor	"If we need anything on Round Lake Road, and that's a big if, the most would a few extra turn lanes; We doubt if we really need another traffic light at Chango Dr. and Round Lake Rd. Certainly not more roundabouts!..."	D	See comments # 1A and # 1T for responses.
28E	March 2, 2014 Email to Supervisor	"We have lived on Longkill Road for many years, more exactly 36 years, and have noticed the much higher frequency of semi-tractor trailer trucks traveling on Longkill Road onto Eastline Road, in the last few years. This much higher big truck traffic on Longkill Rd. seems to correlate with the installation of the roundabouts east of Exit 11, and especially the multiple roundabouts east and west of Exit 12. The big trucks are avoiding the roundabouts on Route 9 thru Malta, and Exit 12. Longkill Road has become an easier route for the big trucks by avoiding the tight turns on the roundabouts.	D	All roundabouts are designed to accommodate large trucks with trailers. Controlling truck traffic on Longkill road is beyond the scope of this project. It is not anticipated that the installation of roundabouts will result in diversions of trucks to other roadways.

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<b>29. Rich Guerin</b>				
29A	March 3, 2014 Email to Supervisor	<p>I believe the Malta Town Board made the correct decision in approving the construction of Roundabouts on Round Lake Road. Here's why...</p> <p><u>Summary:</u> Every scientific research study conducted on Roundabouts show: The use of Roundabouts significantly improves safety for traffic and pedestrians alike, are cost effective, benefits the environment, eliminates traffic congestion and improves sales for the surrounding business when compared to existing traffic light or stop sign controlled intersections. Simply, the modern roundabout is the safest form of intersection control available.</p> <p><u>References:</u> See attached documents that cite specific studies and sources. Also: Center for Transportation Research &amp; Training: <a href="http://www.k-state.edu/roundabouts/">http://www.k-state.edu/roundabouts/</a> Insurance Institute for Highway Safety: <a href="http://www.iihs.org/iihs/topics/t/roundabouts/topico">http://www.iihs.org/iihs/topics/t/roundabouts/topico</a> verview</p>	D	Comment noted
<b>30. Linda Craft</b>				
30A	March 13, 2014 Letter	"No Roundabout, Safe Crossing"	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>31. Joan Vischer</b>				
31A	March 13, 2014 Letter	"No roundabout- need safe crossing- or a lawsuit you will get!"	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>32. Robert Bombard</b>				
32A	March 13, 2014 Letter	"I would like to see a light crossing"	D	The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.
<b>33. Rose Marie June</b>				
33A	March 13, 2014 Letter	"No roundabouts"	D	Comment noted. No technical comments.

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<b>34. Theresa Jewell</b>				
34A	March 13, 2014 Letter	"I am not in favor of the roundabouts. A simple stop light at Hearthwood would be most effective"	D	See comment # 1C for response.
<b>35. Marion Nadeau</b>				
35A	March 13, 2014 Letter	"No round abouts!!" "Need safe crossing!!"	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>36. Marion Palmer</b>				
36A	March 13, 2014 Letter	"In my most honest opinion a traffic light at chango would be the very best! And Hearth wood for safety!"	D	See comment # 1C for response.
36B	March 13, 2014 Letter	"Stewarts...no opinion!"	D	Comment noted.
36C	March 13, 2014 Letter	"This is no time in these United States for local government to waste money the needs of the people are too great..."	D	Comment noted.
<b>37. Eleanor Coates</b>				
37A	March 13, 2014 Letter	"Totally unnecessary-only really busy at commute times- maybe one at Stewarts- Not at Chango."	D	Comment noted.
<b>38. Gunether Bartscherer</b>				
38A	March 13, 2014 Letter	"To put in a crossover light for pedestrians once the roundabout is completed"	D	No traffic signals are part of the roundabout alternative at this time. See response # 1M for discussion of the pedestrian crossing beacons that are proposed at all Round lake Road crossings.
<b>39. J Burk</b>				
39A	March 13, 2014 Email	"I am adamantly opposed to a roundabout at exit 11."	D	Comment noted.
<b>40. Judith Mullin</b>				
40A	March 13, 2014 Letter	"...It does get congested at certain times; but this can be corrected with turning lanes and changing arrows, as well as pedestrian buttons to help with crossing. Such arrows are placed at prime locations in both Clifton Park and Saratoga Springs; and it is working for the intersections at those locations. It certainly does save money and alleviate the visible change to our small corners by implementing these traffic signals."	D	See comment # 1T for response.
40B	March 13, 2014 Letter	"We live here to avoid a cosmopolitan environment; and safety for locals should be top of the list by our government..."	D	The roundabout alternative was selected based on its improved safety when compared to a traffic signal. This include vehicular, pedestrian and bicycle safety. See comments # 1T and # 1AA regarding selection of alternative 2 (roundabouts) for response.

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40C	March 13, 2014 Letter	"Use the grant to build a bridge that will carry vehicles over the creek in the town park on Ruhle Road South. That bridge could link Ruhle Rd S and Ruhle Rd N to Rt 67. If time is of the essence for drivers; then this is perfect and it is all solved without a roundabout"	D	This is beyond the scope of the project. The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.
<b>41. Anna Guberski</b>				
41A	March 8, 2014 Letter	"I am worried about the seniors and pedestrians walking across from Hannaford who do not have cars."	D	See comments # 1C, # 1K, and # 1N regarding alternatives that were considered for the Hearthwood Drive crossing  See comment # 1M regarding pedestrian crossings on Round Lake Road.
41B	March 8, 2014 Letter	"We only need one roundabout by Stewarts not by chango."	D	The need for intersection improvements at both intersections was identified in Section 2.3.1.7.(2) of the January 2014 Draft Design Report. The inclusion of a traffic signal at the intersection of Chango Drive with Round Lake Road would not meet the project objectives as well as a roundabout.
41C	March 8, 2014 Letter	"I would prefer no roundabouts just widen the road-Round Lake..."	D	The traffic signal alternative does not meet the project objectives and goals as well as the roundabout. See comments # 1T and # 1AA regarding selection of alternative 2 (roundabouts) for response.
<b>42. Christine Bader</b>				
42A	March 10, 2014 Letter	"A turn signal instead of a roundabout will use less land and cost less..."	D	Comment noted. The traffic signal alternative does not meet the project objectives and goals as well as the roundabout. See comments # 1T and # 1AA regarding selection of alternative 2 (roundabouts) for response.
42B	March 10, 2014 Letter	"There are no positives in putting a roundabout(s) at these locations. It will cause more harm all to allow people to get home faster. Faster and potentially harm their children"	D	See comment # 1AA regarding selection of alternative 2 (roundabouts) and # 2A for discussion of pedestrian crossings and safety at roundabouts.
42C	Petition Comment	"These roundabouts are not safe for our pedestrian traffic that is encouraged in our neighborhood. A turn signal makes more sense for these intersections.."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.  The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.
<b>43. Kathleen Zegarelli</b>				
43A	March 7, 2014 Letter	"We want our children and our elderly safe. Roundabouts put all pedestrians at risk. The people most affected by these roundabouts DO NOT want them."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
43B	March 7, 2014 Letter	"A traffic signal can't possibly cost more than a roundabout."	D	As noted in section 1.5 of the January 2014 Draft Design Report, alternative 1 (traffic signals) is estimated to cost approximately \$3.10 Million while alternative 2 (roundabouts) is estimated to cost approximately \$4.86 Million.

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<b>44. Holly Pettway</b>				
44A	March 4, 2014 Letter	"As for a single lane round about it doesn't make common or logic sense for the community, for the Sr citizens, people, children. Not even for the traffic."	D	The roundabout alternative was selected based on its improved safety when compared to a traffic signal. This includes vehicular, pedestrian and bicycle safety. See comments # 1T and # 1AA regarding selection of alternative 2 (roundabouts) for response.
44B	March 4, 2014 Letter	"Where would the school buses stop?"	D	There are no existing school bus stops located at the intersections of Chango Drive/Round lake Road and Ruhle/Ralinsky/Round Lake Road that would be affected by the construction of a roundabout.
44C	March 4, 2014 Letter	"How would the children cross that intersection of chango & round lake road and Ruhle & Ralinsky?"	D	See comment # 1M regarding pedestrian crossings on Round Lake Road.
44D	March 4, 2014 Letter	"Stop and think about the traffic and congestion that will be made during the construction. How will we the people of the community get to stewart's, rite aid, banks and Dan's miniature gold on foot or bicycle?"	D	There will be disruptions to traffic as a result of either alternative. The roundabout will require more complex construction and traffic staging than the traffic signal alternative. Accommodations will be included to maintain pedestrian and vehicular access to all local businesses during construction.
44E	March 4, 2014 Letter	"Instead of round abouts what about bike path on Ralinsky Rd, Round lake road & Chango Dr, with alternative sidewalks on both sides. A traffic light also at chango Dr & Round lake road."	D	Bike paths in these locations are beyond the scope of the project. The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.
44F	March 4, 2014 Letter	"How about making the speed limit lower on round lake road; like 30mph?"	D	See comment # 1AB for response.
44G	March 4, 2014 Letter	"I thought politicians, and comptroller were for the people. I know there is more behind this and it's about the money. But everything has its price. I also know a lot of people of the community are against this, It's going to be a problem, children don't walk they go"	D	Comment noted.
<b>45. Alice Vautrin</b>				
45A	March 6, 2014 Letter	"Malta is a neighborhood area. I sell real estate and when a buyer is looking for a "Neighborhood setting", Malta is my first answer. However, if you start with roundabouts one block from the school, Malta loses its appeal as a family-friendly. Let's not drive new families away"	D	Comment noted.
<b>46. Sue Semo</b>				
46A	March 6, 2014 Letter	"...In this case Roundabouts cost millions- Lights cost hundreds of thousands. What gives with spending tax dollars irresponsibly?"	D	See comment # 1AA regarding selection of alternative 2 (roundabouts) for response.

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<b>47. Michael Toohey (Representing The Adirondack Trust Company)</b>				
47A	March 5, 2014 Letter	<p>1) The Bank went through an extensive Town procedure to site the location of the Bank and its drive-thru facilities, along with the office building on the western portion of the property. As a result, we would request that no turning movements onto or off of the site on Round Lake Road or Ruhle Road, be blocked, restricted, prevented, or limited other than by stop signs on the Bank's Property at both road entrances.</p> <p>As an example of the concern such restriction would cause a limitation of a left hand turn, from the Bank's branch on to Round Lake Road. Prohibiting traffic from going east would not only be confusing to people exiting the site, but would also require that all vehicles that use the drive-thru lanes on the site, and want to ultimately go in an easterly direction toward the Northway, would have to turn more than one hundred and eighty degrees (180°) on the site to exit on Ruhle Road. They would then enter the traffic pattern for the roundabout at a point that is closer to the roundabout than where the Bank's driveway exists on Round Lake Road.</p>	D	<p>While the concerns presented are understood, it should be noted that one of the objectives of this project is to address access management on Round Lake Road. All parcels that currently have dual access via Round Lake Road and another side street will have left-turn exiting capabilities onto Round Lake Road restricted. These restrictions will occur at the Malta Mall (east entrance), Rite Aid, Adirondack Trust Bank, and the Stewart's Shops. Round Lake Road carries higher traffic volumes than any of the side streets along the corridor. Permitting a driver to turn left across Round Lake Road increases the vehicular exposure time on a heavily traffic roadway and increase corridor conflict points. Patrons entering the facility from Round Lake Road will be permitted to turn left and right into the driveways.</p> <p>The Ruhle Road driveway will remain as full access with no turning movement restrictions. Supplemental onsite signage can be provided by the project to direct drivers to the proper exit.</p>
47B	March 5, 2014 Letter	"Also, please do not introduce roadway striping on Ruhle Road which will inhibit Bank's customers traveling in a northerly direction from turning left (west) into the site."	A	The existing access to the subject parcel off of Ruhle Road South will remain as a full access entrance allowing all turning movements. Any striping that will be added will be for vehicles traveling north and south on Ruhle Road South and will not restrict turning movements.
47C	March 5, 2014 Letter	<p>"From the depiction of the road improvements, that we have seen, please assure the Bank that the following matters will be addressed without cost to our client:</p> <p>A) That the portions of the Bank's newly constructed sidewalk that is to be removed will be replaced."</p>	A	Any existing sidewalk that is within the proposed work limits of the project will be removed/relocated as per the proposed design. Any documented damage done to the existing portions of sidewalk to remain will be repaired by the Contractor prior to final close out of the project at no cost to Adirondack Trust.
47D	March 5, 2014 Letter	"b) That the existing fire hydrant that would be removed would be repositioned so as to make sure that the Bank has adequate water pressure to fight a fire at the Bank. This is important for our insurance coverage and the safety of our employees and customers."	A	The existing fire hydrant will be relocated and verified to meet necessary standards. The location will be coordinated with the Clifton Park water authority who operates the line. No changes to the water pressure are proposed by this project. Should a planned shutdown of this service be required it will be coordinated with the Bank and will occur outside of business hours.
47E	March 5, 2014 Letter	"c) That the Town will relocate the Bank's existing sign and its associated lighting that is in the area to be affected by the proposed change, to an area that is acceptable to the Bank."	A	The location of the relocated sign and associated lighting will be coordinated with the property owner during final design. Costs to relocate the sign will be paid for by the project.

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47F	March 5, 2014 Letter	"d) That the Town will relocate the manhole and any affected Sanitary Sewer line servicing the Bank and the building to the north without interruption of service."	B	The existing manhole will be located outside of the pavement area and within the proposed sidewalk area. The manhole is not proposed to be relocated at this time. The need for the relocation of the manhole and any affected sanitary sewer lines will be further evaluated during detailed design. Should a relocation of the manhole be required by the project, service interruptions will be coordinated with the property owner and costs paid for by the project. Should the manhole remain, the Bank can be provided an access and maintenance easement within the land transfer language and acquisition map.
47G	March 5, 2014 Letter	"e) That the affected potable water line servicing the Bank will be relocated without an interruption of service."	B	The need for the relocation of the water line will be further evaluated during final design. Should a planned shutdown of this service be required it will be coordinated with the Bank and will occur outside of business hours.
47H	March 5, 2014 Letter	"f) The existing storm water system ultimately drains under Round Lake Road in a southerly direction. In that regard we need assurance that no additional storm water will drain onto the Bank's property from the road improvements and if the existing storm water management system is impacted that the new construction will include accommodations for storm water drainage from this site at a level that is equal to or greater than what presently exists."	A	Existing drainage patterns will be maintained in the vicinity of the subject parcel. Within the direct limits of the proposed roundabout, closed drainage is proposed. No additional runoff will be added to the existing treatment area. The water collected in this closed drainage network will continue on a southerly course towards the Interchange 11 southbound ramps where the drainage will be released into a stormwater management system.
47I	March 5, 2014 Letter	"g) From the depiction of the improvements to be made it appears that the curve of the road will come very close to the Bank's storm water system. If a retaining wall is needed to protect that system then we seek assurance that it will be constructed and maintained at the Town's expense."	A	While not anticipated, should a retaining wall be required to construct the proposed improvements, the cost for installation and maintenance of such a feature will be borne by the project and the Town.
47J	March 5, 2014 Letter	"When the construction of the Bank was originally discussed with the Town, there was the possibility of an expansion of the building in a southeasterly direction toward the intersection. We will need assurance that for all future expansion on the site that the original property line will be the basis upon which all Zoning Setback lines and greenspace requirements will be derived. If not, then the cost for this taking will not just be the value of the land, but also the loss of the opportunity for expansion within the parameters of the Town's Zoning Code."	D	The Town of Malta Building, Planning, & Zoning department has confirmed that while informal discussions may have occurred, there is no documented discussion regarding the potential expansion of the building. Compensation amounts will be based on the appraised value of the land performed by a licensed appraiser. The property owners will be provided an opportunity to review the appraisal.

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47K	March 5, 2014 Letter	"We would like the ability to review the location of any street trees that may be part of this plan. The Bank was intentionally situated and landscaping created so as to not interfere with the visibility of the Bank from the intersection and the unobstructed position of the solar panels on the roof. The creation of a visual barrier or present or future blockage of the winter sun by the placement of street trees and other landscaping in front of the Bank, will have a detrimental effect on the operation of this branch."	A	Proposed landscaping will be coordinated with the property owner during final design as requested.
47L	March 5, 2014 Letter	"As of yet there has been no meaningful discussion and negotiation as to the value of the land that is to be taken by the Town. Our acquiescence with regard to the plan to construct this roundabout will, in part, be based on an equitable determination of the value of the land that is to be taken and the impact of that action by the Town pertaining to the value of the Bank's investment in this section of the Community."	D	Compensation amounts will be based on the appraised value of the land performed by a licensed appraiser. The property owners will be provided notice of the appraisal once scheduled and will be provided an opportunity to review the appraisal. As discussed at the public hearing, a right-of-way specialist will be contacting property owners in the near future to discuss the process and next steps.
<b>48. Cynthia Troischt</b>				
48A	March 5, 2014 Letter	"I am very opposed to building the 2 proposed roundabouts for Round Lake Road due to safety concerns for both pedestrians and vehicles. The traffic in a roundabout never stops. Thus, pedestrians have to cross one lane of moving traffic, stand in a mid-road island, then cross another lane of moving traffic."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
48B	March 5, 2014 Letter	"During the winter, snow is usually not shoveled off of the island so there actually is nowhere to stand. However, with traffic lights, turning lanes and signalized crosswalks, the traffic completely stops so pedestrians can safely cross the road."	D	The Town of Malta is required to maintain snow and ice removal for all areas of the corridor in which they are responsible. This includes, but is not limited to the crosswalks, sidewalks, and curb ramps at each roundabout. Snow and ice removal is not required in the central roundabout island nor the length of the splitter islands.  See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
48C	March 5, 2014 Letter	"Roundabouts on Round Lake Road are not the preferred alternative by Malta residents"	D	Comment noted. See comment # 7A for response.

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<b>49. Jim Todt</b>				
49A	March 6, 2014 Letter	"I travel this road on a regular basis, both during rush hours and not. I have never found the traffic to be overwhelming at all. Even getting off the southbound exit at 5:30, I rarely wait more than 2 minutes to get off. During non rush hour time, there is minimal delay, if any. This project is an expensive way to deal with a problem that affects us twice a day, and only for a short period of time."	D	A traffic analysis performed as part of this project indicates that the current intersection configurations provide a poor level of service in during both current and future years. Public input received as part of both this project and the previous planning study confirmed that local traffic experiences delays through the corridor during peak travel times.
49B	March 6, 2014 Letter	"...I strongly believe that those of us who live along this strip of roadway do not see the benefits you envision for this project"	D	Comment noted. See comment # 7A for response.
<b>50. Linda Faber</b>				
50A	March 5, 2014 Letter	"I am opposed to the proposed roundabouts at Ruhle and Chango intersections for the following reasons: Pedestrian safety or lack thereof..."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
50B	March 5, 2014 Letter	"...need for variance as roundabout does not meet DOT standards..."	D	During the NYSDOT Geometric Design Review meeting held in October 2013 with the design team and NYSDOT officials, the non-conforming features presented were recognized and accepted by the NYSDOT. As the design has evolved, some of the initial features presented to the NYSDOT in October have since been modified and are no longer considered non-conforming. A detailed discussion of these features was presented to the Town Board in December 2013 which included an explanation of the feature and discussion of the features role in roundabout operations.
50C	March 5, 2014 Letter	"...required use of eminent domain to obtain land necessary to complete the project."	D	See comment # 3A for response.
50D	March 5, 2014 Letter	"...The real people to benefit live in the Town of Ballston yet you want Town of Malta residents to pay for it..."	D	The project is funded using 80% Federal funds with a 20% local match. See comment # 1B regarding the 20% local match.
<b>51. Gerrit Faber</b>				
51A	March 5, 2014 Letter	"I am submitting this letter because I oppose the two roundabouts proposed for Round Lake Road at Chango Drive and the one at Raylinksy and Ruhle South."	D	Comment noted.
51B	March 5, 2014 Letter	"I feel the roundabouts are unsafe because of pedestrian traffic at these intersections."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
51C	March 5, 2014 Letter	"I believe if the town board looks back in the records at accidents that have occurred at the existing Roundabouts at Exit 12, you will discover there was at least one involving a school bus. The roundabouts at Exit 12 are larger than the ones proposed for Round Lake Road."	D	Comment noted. The roundabouts proposed on Round Lake Road are single-lane roundabout which are smaller in size than the multi-lane roundabouts at Exit 12.

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51D	March 5, 2014 Letter	"People understand at a red light they must stop, while entering a roundabout they don't know just what to do. They treat a roundabout with the belief that if they can get their car in the circle before the other car turns the circle, they will be safe and in the "right"."	D	Vehicles within the roundabout have the right-of-way and vehicles entering must yield to circulating vehicles. Regulatory signage is included on all approaches which dictate the right-of-way.
<b>52. Ron &amp; Sandy Podrazik</b>				
52A	March 4, 2014 Email	"...We are absolutely and totally in favor of the construction of roundabouts at the Ruhle/Ralinsky and Chango intersections, and the Complete street plan for that area. Roundabouts are a proven method to better control traffic AND provide a means for safe street crossing. We urge you to stand firm regarding the consultant report about these roundabouts. We absolutely support their construction at these intersections"	D	Comment noted.
<b>53. Shawn Francis</b>				
53A	March 3, 2014 Letter	"It is necessary for public officials to use eminent domain only when absolutely necessary. This is not a situation requiring eminent domain, at least as far as the Eitzman property is concerned. Private property rights are the most fundamental aspect of American Liberty. Officials should spend time in Federal prison for abusing eminent domain"	D	Comment noted. See comment # 3A for response.
<b>54. Mr. &amp; Mrs. Richard Welte</b>				
54A	March 12 2014 Letter	"...Why not turning lanes/traffic lights - would work and take MUCH LESS TIME to construct and save government dollars funded by us taxpayers."	D	Comment noted. The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.
54B	March 12 2014 Letter	"...the heavy truck traffic on Longkill Road, threatening pedestrian activity, has substantially increased since the roundabout have been installed on Rt 9 and 67. This road has become the preferred avenue for truckers going west on Rt 67.	D	This project does not have influence over existing trucks using Longkill Road. The intersection designs accommodate truck movements.
54C	March 12 2014 Letter	"Our children and pedestrians are in danger and the roadway is deteriorating from the heavy loads - more taxpayer dollars wasted and more "mess" to be endured."	D	Comment noted.

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<b>55. Raymond Manley</b>				
55A	March 10 2014 Letter	"...I do not agree with the town board that using eminent domain for the roundabouts that are proposed to be installed at Ruhle Road South and at Chango Drive are for the public good..."	D	See comment # 3A for response.
55B	March 10 2014 Letter	"...There are still a lot of questions unanswered about pedestrian safety that have NOT been satisfied..."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
55C	March 10 2014 Letter	"Also the fact that it has been said many times by the town [board] and the engineers that the roundabout's are being shoe horned into the proposed area."	D	The overall dimensions of both proposed roundabouts are within the design range for single lane roundabouts as documented by the Federal Highway Administration (FHWA) and NYSDOT. The intersections have been designed to minimize impacts to the adjacent properties and the environment.
55D	March 10 2014 Letter	"There has been little to no talk about how pedestrians are going to get across these roundabouts safely."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
55E	March 10 2014 Letter	"...the community would be better served if instead of roundabouts what is needed are turn lanes with the appropriate signals."	D	The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.
55F	March 10 2014 Letter	"Also what would help this corridor is to have traffic signals on the I87 southbound off ramp."	D	A review of the intersection operations at this location indicate that federal warrants for installation of a traffic signal are not met. This does not preclude a traffic signal from being installed in the future. The NYSDOT will determine when a signal is warranted at this location.
<b>56. Buchanan</b>				
56A	March 11 2014 Letter	"Turn lanes and signals as originally proposed as a option are obviously the safest option for pedestrians	D	The roundabout alternative was selected based on its improved safety when compared to a traffic signal. This include vehicular, pedestrian and bicycle safety. See comments # 1T and # 1AA regarding selection of alternative 2 (roundabouts) for response.
56B	March 11 2014 Letter	"I'm sure Creighton Manning designs beautiful roundabouts but this is not about "beautiful plants and landscaping." This will look ugly when there is a body lying there. And its not a question as to if it will happen as opposed to when it will happen. The Board will have blood on their hands!"	D	The roundabout alternative was selected based on its improved safety when compared to a traffic signal. This include vehicular, pedestrian and bicycle safety. See comments # 1T and # 1AA regarding selection of alternative 2 (roundabouts) for response.
<b>57. Mara Buchanan</b>				
57A	March 11 2014 Letter	"...This is about the safety of our children and residents. Roundabouts in this location will serve to split the neighborhood and cause safety hazard for motorists and pedestrians..."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts. See comment # 4A regarding community cohesion.
<b>58. C. Tolosky</b>				
58A	March 13 2014 Email	"...I'm not convinced that anything has to be done on Round Lake Road but what concerns me more is the fact that there has risen a substantial amount of opposition to roundabouts."	D	See comment # 42B regarding the need for improvements. See comment # 1AA regarding the selection of alternative 2 (roundabouts).

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58B	March 13 2014 Email	"I have witnessed so many motorists speeding thru the current roundabouts in town. Because there is no traffic signal to stop them. the Worst are at Rt. 9 & 67 and the one where the bypass meets Rt. 9"	D	Comment noted. It should be noted that the roundabouts referenced are two-lane roundabouts and are not comparable to the single-lane roundabouts proposed.
58C	March 13 2014 Email	"There is no traffic control device in a roundabout that would allow people to cross them at Chango or Ruhle."	D	See comments # 1M and # 2A for discussion of pedestrian crossings and safety at roundabouts.
58D	March 13 2014 Email	"I would hope that further public opinion be sought, and a vote or proposition put to the people -- the taxpayers ---the voters."	D	See comment # 3A regarding the public involvement completed.
58E	March 13 2014 Email	"How much study and engineering costs were spent before Round Lake village got what they wanted --- more stop signs than they need and a 20 mile speed limit?"	D	Comment noted.
58F	March 13 2014 Email	"The best thing to do on Round Lake Road now is drop the speed limit all the way to East Line Road..."	D	See comment # 1AB for response.
<b>59. Devashish Chaturvedi</b>				
59A	March 13 2014 Email	"...I have a little brother and based on statistics of how roundabouts increase accidents I don't want him to learn how to drive in an unsafe environment. This is why I oppose the proposed roundabout..."	D	Comment noted.
<b>60. Barbara Boynton</b>				
60A	March 13 2014 Email	"...Traffic Circles at Exit 11 would be a danger for pedestrians - and cars - attempting to cross or make left-hand turns on Round Lake Road. even now, it is difficult to do these, but at least there is a traffic light which slows and stops traffic allowing for other movement from side streets/driveway.	D	See comment # 25B regarding turning movements at the roundabouts.
60B	March 13 2014 Email	Have turn lanes at Raylinsky and Chango with pedestrian crossings lights would be much safer.	D	See comment # 1T for response.
60C	March 13 2014 Email	"And what gives you the right to just take property away from people to do a project that no one wants?..."	D	See comment # 3A for response.
60D	Petition Comment	"These circles will make it virtually impossible to get off the Southbound exit of the Northway and take a left. It is hard enough to turn right but if traffic isn't stopping by Stewarts there will be no opportunity to turn left.....It will be even more dangerous when all this traffic doesn't stop"	D	As noted in the January 2014 Draft Design Report, a comparison between the Future No-Action Highway Design Year Level of service (Exhibit 2.3F) with the Alternatives 1&2 AM (Exhibit 3.3B) and PM (Exhibit 3.3C) Peak Hour Build Highway Design Year Level of service indicates the level of service for the Interchange 11 southbound exit will be the similar were no improvements made at the Ruhle/Raylinsky intersection. The NYSDOT will determine when a signal is warranted at this location.

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<b>61. Kathleen Eitzmann</b>				
61A	March 13 2014 Email	"Ms. Roerig expressed great concern about the children being able to access Dan's Mini Golf and Ice Cream Caboose. I agree that the measures currently proposed for this project will severely impact this well established and highly regarded small business. It would be devastating to the community and the owners if this project brought about the demise of this cornerstone business. Therefore, it is imperative to provide a safe crossing for children who walk and/or bike north and south of Round Lake Road.	D	See comment # 1M regarding pedestrian crossings on Round Lake Road. Additionally, the installation of sidewalks on the northern side of Round Lake Road from Stewart's to the entrance of Dan's Mini Golf and Ice Cream Caboose will provide additional access and provide a safer connection for patrons of this business.
61B	March 13 2014 Email	"...These seniors can not walk at the necessary speed to cross the roundabout safely with the volume of traffic that is predicted. If the flashing beacon stops before they reach the other side it could leave them stranded. When this situation is coupled with the glare of the sun that makes it quite difficult for drivers to see pedestrians and bikers and the 40 mile and hour speed limit on Round Lake Road, you've got a VERY DANGEROUS situation!"	D	The length of time the beacon will be flashing is determined based on the Manual for Traffic Control Devices (MUTCD) established walking speed rate and the length of the crossing. This accepted method is intended to protect various users and their respective walking speeds. The flashing time is able to be adjusted to adjust for conditions where frequent users are on average slower walkers.  Round Lake Road is an east-west roadway; therefore, the sun is an issue regardless of which alternative is progressed. Vehicles will be traveling slower as a result of the roundabouts and thus will be able to react to roadway conditions more easily than when traveling full speed through a traffic signal.  Regarding the speed limit, see comment # 1AB for response.
61C	March 13 2014 Email	"In recognition of the American Disabilities Act and the make up of our Citizens in this immediate community I implore the Town Board, the County of Saratoga, the NYSDOT and the CM engineers to implement a safe crossing at Hearthwood Dr. and the east entrance to the Malta Mall. A signalized cross-walk (with sunblock panels) and audible signals, for the sight impaired, as well as visual signals easily recognized and understood will help reduce the liability of an unsafe roundabout crossing."	D	See comments # 1C and # 1N for responses.
61D	March 13 2014 Email	"I recognize that the driveway on Ruhle Road to Stewarts was adjusted to appease the public's concerns. I have great doubts that this proposed driveway for Stewart's can be changed. There are major utilities in this location and the Stewart's supply truck parks in this location to unload inventory."	B	Coordination with the utility owners in the vicinity of the driveway relocation have begun and will continue through final design and construction. Preliminary discussions with Stewart's and an evaluation of the site circulation indicate that the relocated driveway will have no significant impact on the operation of the store. Coordination with Stewart's will continue through final design.
<b>62. Sandra Roberts</b>				
62A	Petition Comment	"Left turn lanes will work just as well and be safer for pedestrians.	D	See comment # 1T and #2A for discussion of pedestrian crossings and safety at roundabouts.

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62B	Petition Comment	In each proposed roundabout, you have a minor road and a major road (Round Lake Rd). The cars from the minor roads will have a very hard time entering the roundabout."	D	See comment # Y2 for response.
<b>63. Christine Sloat</b>				
63A	Petition Comment	"Public Safety is the most important issue concerning the roundabouts. We need to consider the students who attend Chango Elementary School and the find the safest way to get them there."	D	See comment # 7I for response.
<b>64. Adam Hebert</b>				
64A	Petition Comment	"The proposed roundabouts create an unnecessary safety concern for students who are walking to school. There is no mechanism to stop traffic, allowing the children to cross safely."	D	See comment # 1M and #2A for discussion of pedestrian crossings and safety at roundabouts.
<b>65. Janet Houston-Uddin</b>				
65A	Petition Comment	"The proposed roundabouts create a safety hazard for students who are walking to and from school."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>66. Briana Bays</b>				
66A	Petition Comment	"My two youngest children attend Chango, I feel that a roundabout is not a safe choice so close to the school..."	D	See comment # 25G for response.
66B	Petition Comment	A roundabout will be difficult to keep clean during the winter months in addition to being very dangerous for pedestrians to attempt crossing the street."	D	See comment # 1O regarding maintenance of the proposed roundabouts. See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>67. Ruth Skinner</b>				
67A	Petition Comment	"I am adamantly opposed to the proposed Roundabouts..they are an extreme hazard to pedestrians (our local community is growing older, seniors)"	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>68. Judith Kalita</b>				
68A	Petition Comment	"Turning lanes will make the traffic flow better. Not good for pedestrians."	D	Comment noted. The traffic signal alternative does not meet the project objectives and goals as well as the roundabout.

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<b>69. Dorrough</b>				
69A	Petition Comment	"The number of accidents have gone up what %??? In Malta, the roundabout at Route 9, Route 67 and Dunning Street went from an average of 7.8 crashes a year before the rotary to 45.7 a year afterward. But its ok because now they are only side swipe accidents. Who could possibly think this way"	D	Comment noted. It should be noted that the roundabouts referenced are two-lane roundabouts and are not comparable to the single-lane roundabouts proposed
<b>70. Amy Noti</b>				
70A	Petition Comment	"My daughter goes to school at chango and we oppose roundabouts in school areas"	D	Comment noted. See comment # 25G for information related to roundabouts near schools.
<b>71. Gloria Rogers-Orton</b>				
71A	Petition Comment	"Due to safety issues, I definitely favor traffic signals and turn lanes instead of roundabouts."	D	Comment noted. See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>72. Margarita Andreeff Woelfersheim</b>				
72A	Petition Comment	"I am totally against a Roundabout being built off Chango, and Round Lake Road. This will make it very difficult in crossing the road."	D	Comment noted. See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>73. Melanie Delaney</b>				
73A	Petition Comment	"They are not safe for pedestrians in any way-just look at Exit 12- no one can safely cross in the cross walks at any of those roundabouts!"	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.  It should be noted that the roundabouts referenced are two-lane roundabouts and are not comparable to the single-lane roundabouts proposed
<b>74. Tim Rogers</b>				
74A	Petition Comment	"Not enough traffic for roundabouts. Will cause more congestion."	D	See comment # 23A for response regarding the need for intersection improvements.  See Section 3.3.1.7 of the January 2014 Draft Design Report for a discussion on future level of service for each alternative considered.
<b>75. Maria Fusco</b>				
75A	Petition Comment	"I still do not understand how the roundabouts are the best solution in an area that houses an elementary school, an area with pedestrians, local businesses that use Round Lake Road as an entrance..."	D	See comment # 1AA regarding the selection of alternative 2 (roundabouts).  See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
75B	Petition Comment	"...and to move a business to allow for one of the roundabouts [yes, I do understand that the business has to want to move]?"	D	The proposed project does not include the relocation of any business or residence.

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75C	Petition Comment	Have you watched a bus or tractor trailer navigate the roundabouts?"	D	Large commercial vehicles are permitted under existing conditions and will continue to be permitted through this corridor in the future. The roundabouts are designed to accommodate larger vehicles including school buses.
<b>76. Frank Spadaro</b>				
76A	Petition Comment	"Small roundabouts slow and hinder completely the much used truck route on Round Lake Road. Look at all the driveway entrances, Stewarts (2) Ruhle Rd and Round Lake Rd, Rite Aid/Dentist/Bank/Raylinksy, Shultz, Sunoco Station, Golf course, Truck Stop, Getty, Restaurant, WOW so many crammed in with poor planning, now what? What a cluster."	D	Large commercial vehicles are permitted under existing conditions and will continue to be permitted through this corridor in the future. The roundabouts are designed to accommodate larger vehicles including school buses.  As noted in Section 1.2.3 of the January 2014 Draft Design Report, the project objectives include access management of existing and future known driveways and the use of traffic calming to reduce vehicle speeds. The proposed improvements include some changes in access to the commercial entrances along Round Lake Road.
76B	Petition Comment	"Round lake road is an East/West corridor and will only get busier, let's not have another Rexford Bridge fiasco, it can be done correctly now."	D	Comment noted.
<b>77. Colleen MacVean</b>				
77A	Petition Comment	"I drive this way in prime "rush hour" traffic every day, and it does not seem that there is a need for a roundabout- nothing that a turn arrow or extra turn lane at Raylinksy Rd wouldn't fix. - a roundabout just seems overboard.	D	See comment # 23A for response regarding the need for intersection improvements.  Additionally, the traffic signal alternative does not meet the project objectives and goals as well as the roundabout.
77B	Petition Comment	And also not a good enough reason to institute eminent domain."	D	See comment # 3A for response.
<b>78. William Lorensen</b>				
78A	Petition Comment	"Roundabouts are much too dangerous for pedestrians."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>79. Richard &amp; Vivian Renus</b>				
79A	Petition Comment	"Lower the speed limits"	D	See comment # 1AB for response.
<b>80. Karen Polsinelli</b>				
80A	Petition Comment	"How will the Seniors of the area be able to have access to crossing the road.? Has anyone tried to cross the round about on Rt9 & Rt 67? Good Luck!"	D	See comment # 4C regarding motorist yielding rate for single lane roundabouts.  See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.  It should be noted that the roundabout referenced is a two-lane roundabout and is not comparable to the single-lane roundabouts proposed.

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<b>81. Nancy Marsh</b>				
81A	Petition Comment	"I have limited my trips to areas that have roundabouts because I think they are dangerous. I purposely drive further on the Northway to avoid the Route 9 and Route 67 mess!"	D	Comment noted.
<b>82. Phyllis Cheuk</b>				
82A	Petition Comment	"I live in Hearthwood Estate Development and it is difficult right now to get on Round Lake Road with a traffic light at the Stewart Shop right now. It will be more difficult to get on Round Lake Road with a Roundabout."	D	See comment # 25B for response.  Furthermore, the installation of the two-way left-turn lane on Round Lake Road will provide more opportunity for a vehicle to exit Hearthwood Drive when a gap in westbound Round Lake Road traffic becomes available, sit in the two-way left-turn lane, then enter the mainline traffic heading eastbound on Round Lake Road when a gap in traffic becomes available.
<b>83. Roger Behrens</b>				
83A	Petition Comment	"They may work great in many places, but I have seen no information telling me that roundabouts are lowering traffic accidents. No, they are actually increasing accidents. With that level of increase, how can this be good for a high traffic area for pedestrians? We don't have a safe way to cross Round Lake Rd now, How are roundabout fixing this problem."	D	While there may potentially be an increase in accidents, the severity of those accidents are expected to decrease. Furthermore, the Federal Highway Administration (FHWA) lists roundabouts as one of the proven safety countermeasures to implement on highways by practitioners. <a href="http://safety.fhwa.dot.gov/provencountermeasures/">http://safety.fhwa.dot.gov/provencountermeasures/</a>  See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>84. Vicki Behrens</b>				
84A	Petition Comment	"I have watched a parent with young children TRY and walk bikes across the roundabout on Route 9 in Malta. It was scary and NOBODY yielded for them. With the walking/biking trail just down the way from our neighborhood, we have pedestrians at the Ruhle Road/Round Lake Road intersection all the time."	D	See comment # 4C regarding motorist yielding rate for single lane roundabouts.  It should be noted that the roundabout referenced is a two-lane roundabout and is not comparable to the single-lane roundabouts proposed.
<b>85. Mary Jo Osinski</b>				
85A	Petition Comment	"I strongly urge you to consider other options. Large commercial vehicles, school busses, and pedestrians are among my major concerns, along with a limited space factor."	D	See comment # 7A regarding the other options considered.  Large commercial vehicles are permitted under existing conditions and will continue to be permitted through this corridor in the future. The roundabouts are designed to accommodate larger vehicles including school buses.  The overall dimensions of both proposed roundabouts are within the design range for single lane roundabouts as documented by the Federal Highway Administration (FHWA) and NYSDOT. Furthermore, both alternatives considered required right-of-way acquisitions to be constructed.

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<b>86. Linda Mindel</b>				
86A	Petition Comment	"I don't believe roundabouts should be in residential/heavily peopled areas. Roundabouts at highway entrances and exits work well with traffic flow."	D	Comment noted.
<b>87. Pamela Woodman</b>				
87A	Petition Comment	"Roundabouts might be good for cars, but pedestrians take their lives in their hands every time they try to cross. Roundabouts are not people friendly."	D	See comments # 1M and # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>88. Richard Szurek</b>				
88A	Petition Comment	"This is about public safety. Roundabouts are dangerous for pedestrians, bicyclists and cause more minor accidents than desired traffic lights, extra turn lanes, and push button cross walks."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>89. Brian Buchanan</b>				
89A	Petition Comment	"Maybe we could learn from other mistakes...Roundabouts are dangerous; just ask New Jersey"	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>90. Derek McMahon</b>				
90A	Petition Comment	"I commute approximately six miles to my job in which there are EIGHT roundabouts and at each of them I have to slow down to approximately five mph."	D	See comment # 1V for response.
<b>91. M DePaoli</b>				
91A	Petition Comment	"I oppose the Exit 11 Roundabouts in the area of Raylinksy/Chango area of Round Lake Road. I have not found roundabouts to be safer for drivers nor pedestrians."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.
<b>92. Bill Thomas Jr.</b>				
92A	Petition Comment	"I would like to ask how you feel roundabouts are safe for pedestrians. When I drive through the ones at exit 12 I know I do not look for walkers or riders."	D	See comment # 2A for discussion of pedestrian crossings and safety at roundabouts.