



# NEWS RELEASE

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For immediate release.

## Bikeatoga Calls for Better Saratoga Springs Complete Streets Planning: “Something has to change.”

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### Group Says Failure to Build Henry Street and Union Avenue Bike Lanes During Repaving is Unfortunate “Missed Opportunity”

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Saratoga Springs nonprofit Bikeatoga sharply criticized city officials on Wednesday for repaving two centrally located, downtown streets without adding the bike lanes recommended in city studies. In a multi-page letter emailed to city officials, the group faulted what it sees as an inability to incorporate bike and pedestrian improvements into a systemic long-range plan.

Bikeatoga Advocacy Co-chair Ed Lindner says the problem has been going on for years. “The city has voted in favor of creating a “Complete Streets” sidewalk and bike lane network multiple times over the last 15 years, most recently in December 2025,” Lindner said, “Yet they fail to consider building critical portions of that network as part of the paving and other infrastructure projects they do each year. It’s wasteful and inefficient. Something has to change.”

Ken Grey, chair of the city’s Complete Streets Advisory Board thinks the city has been too slow to implement the bike and pedestrian improvements in city plans. “The CSAB has given the city project priority lists over the past several years and we’ve asked them to commit to completing most of our 10-year-old Complete Streets Plan in by 2030. We’d welcome the opportunity to work more closely with

city hall staff to create a plan to do that.” Grey points out that in September 2021, the City Council voted in favor of completing all the CSAB priority projects within 3 years. Only one additional bike lane project, which was then already in progress, was completed in that timeframe.

In 2019, the city conducted a \$45,000 study looking at ways to connect the multi-use path then being built on High Rock Avenue with Congress Park. The study concluded that the city should build a two-way bike path on the east side of Henry Street between Lake Avenue and the park. Last year, the city’s Vision Zero consultants recommended a similar two-way bike path but moved it to the west side of Henry Street to accommodate outdoor dining.

Bikeatoga learned 10 days ago that the city is repaving Henry Street this week without including the bike lanes. The Department of Public Works declined their request that the paving project be delayed until the Fall to permit a survey necessary for the bike lane and suggested that “if a bike lane is found to be necessary in the future, it can be added at that time.”

Tina Carton was the Saratoga Springs’ Director of Sustainability in 2019, and she oversaw the Henry Street study. According to Carton, who is now Bikeatoga’s Advocacy Co-chair, “Henry Street is not just another city street. It is a critical north–south connection and it has long been identified as an important corridor for safe bicycle infrastructure. It’s disappointing to see that work put off to some unspecified future date when DPW crews are there working on that street now.”

The city also plans to repave Union Avenue in the coming weeks. That roadway was the subject of intensive study and considerable public input several years ago, which resulted in a plan for new ADA-compliant crosswalks, slower car speeds and painted bike lanes. The city does not intend to implement those improvements when it repaves Union Avenue in May.

Lindner sees these decisions as just the latest evidence that the city lacks ability to do long-range Complete Streets planning. He notes that the city recently opened a bike park on Weibel Avenue, where city plans call for bike lane that has not been built. “It’s a wonderful project that Bikeatoga fully supports,” Lindner said, “but how do city officials think that teenagers are going to get there? We’re encouraging our kids to ride their bikes on roads we haven’t yet made safe.”

Anna Laloë, Executive Director of Saratoga Shredders, supports building more bike lanes in the city. “We want to see more kids on bikes not just in school or on the trails, but riding in their neighborhoods,” Laloë said.

Union Avenue homeowner Kerry Mayo, a member of the city’s Planning Board, is angry that the city doesn’t intend to add new crosswalks and bike lanes when they repave his street. “Union Avenue is treated by some motorists as a drag strip,” Mayo said, “We have engineering plans to make the avenue safer and those plans recommend that we use road markings to narrow the car lanes and add crosswalks, turning lanes and bike lanes. I invite Commissioner Keramati and members of the council to come and try crossing Union Avenue now. I doubt they’ll get to the median before realizing they shouldn’t ignore what traffic engineers and residents say should be done.”

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**About Bikeatoga:**

[Bikeatoga](#) is a 501(c)(3) nonprofit corporation created in 2005 that is dedicated to making cycling more convenient, accessible, and safer in and around Saratoga Springs, NY. In addition to advocating for more investment in cycling infrastructure, the group operates a bike workshop in the basement of St. Peter’s Church that repairs and recycles used bikes and gets them back out into the community on a “pay what you can” basis. In 2025, Saratoga area residents adopted almost 777 bikes from the Bikeatoga workshop. Our mobile repair vehicle provides pop-up bike maintenance at locations around the city, including twice-monthly visits to the Saratoga Racecourse backstretch.

**Photo opportunity:**

City DPW crews are scheduled to repave Henry Street on Thursday, April 30, 2026.

**Additional Background Resources:**

2011 [Climate Smart Resolution](#) calling for “bikeable and walkable communities.”

2012 [Complete Streets Policy](#).

2014 [Saratoga Greenbelt Trail](#) feasibility study.

2016 [Complete Streets Plan](#).

- 2019 [Recreation Master Plan](#) (Goal 3, p6) (“expand and enhance Saratoga Springs’ pedestrian and bicycle infrastructure”).
- 2020 [Natural Resources Inventory](#) (Climate Mitigation Strategies, p 43-44) (“Promote and enhance Complete Streets implementation and build Complete Streets planning into interdepartmental discussion before paving and striping each year”).
- 2021 City Council [resolution](#) calling for completion of CSAB priorities in 3 years.
- 2022 Updated Complete Streets [map](#).
- 2023 [Open Space Plan](#) (Table 6: Priority Improvements) (“Accelerate work on a complete re-striping of all priority streets identified in the Complete Streets Plan”).
- 2025 [Municipal Climate Action Plan](#) (Strategy 13) (“Adequately fund a multi-year plan to build a connected bike lane network as envisioned in the Complete Streets Plan with advice on priorities from the Complete Streets Advisory Board”).