

SUMMARY OF MEETING



ENGINEERS
PLANNERS
SURVEYORS

DATE: January 26, 2018

PROJECT: Pathway Corridor Project – Exit 20 Routes 9 and 149

PLACE: EDC Offices, 333 Glen Street

TIME: 9:30 a.m.

PURPOSE: The purpose of this meeting was to kick off the Pathway Corridor Project.

ATTENDEES:

<u>Name</u>	<u>Representing</u>	<u>Telephone Number</u>
Aaron Frankenfeld	A/GFTC	518-223-0086x2
Ed Bartholomew	EDC Warren County	518-761-6007x200
John Wheatley	EDC Warren County	518-761-6007x201
Owen Shevlin	NYS DOT Region 1	518-457-8308
Anthony Metivier	Town of Queensbury	518-761-8220
John Strough	Town of Queensbury	518-761-8220
Kevin Hajos	Warren County DPW	518-761-6566
Dan Quiri	Creighton Manning	518-689-1882
Jeff Pangburn	Creighton Manning	518-689-1822
Mark Sargent	Creighton Manning	518-689-1837

SUMMARY:

1. Purpose:
 - a. The overall purpose of the study is to address traffic concerns in the area and build consensus around needed transportation improvements for all users, including an implementation / funding plan.
2. Scope/Schedule:
 - a. The 10-month project schedule was reviewed and calls for an initial draft report and a public meeting in approximately three months. This will facilitate an early comment period and allow time to address comments and work toward consensus. There are three major property owners. Early meetings will be held with these key stakeholders. Ways to fund improvements will be included in the study.
3. Critical Success Factors: The group discussed the following important considerations.
 - a. **Address congestion and safety concerns** throughout the corridor for all users, including emergency services, noting the summer months represent worst case scenario.
 - i. An in depth look at the US Route 9/NY Route 149 intersection
 - ii. Southbound traffic congestion from Lake George on US 9 north of the 9/149 intersection is a concern.
 - b. This corridor has been studied and viable options were presented. This study needs to gain **consensus and get something done**. The presented schedule provides opportunity to build consensus with landowners. This study allows for more in depth analyses than prior studies.
 - c. An alternatives trade-offs matrix should be used to help determine the best solution.
 - d. Long range growth in the area needs to be accounted for (not just retail land uses). An economic study is being done. It is possible that economic opportunity is being lost due to congestion in the area. How is retail changing – “experience” based and app driven. Need to account for potential redevelopment too – e.g. Glen Drive-in.

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- e. An accident analysis will be completed. Observations show that pedestrians are not necessarily always crossing in the crosswalks.
 - f. A bicycle connection should be considered - Connect the west side of Interstate 87 (I-87) to the east side (Rush Pond Trail to Warren County Path).
 - g. Project limits: US Route 9 from NY Route 149 southbound to and including the intersection of Sweet Road. Adjacent segments and intersections influenced by or contributing to congestion in the corridor will also be included such as Exit 20 southbound ramps, Gurney Lane and NY Route 149
4. Project Logo:
- a. **Action:** Complete minor logo changes (bike and crosswalk) as discussed.
5. Project Objective Statement:
- a. The group agreed with the draft project objective statement that was presented.
6. Summary of Previous Study Alternatives:
- a. It was mentioned that the previous study concluded that there was no opportunity for widening US Route 9 between the intersections with Route 149 to the northbound Exit 20 ramps of I-87 prior to the alternatives discussion.
 - b. Access management:
 - i. This is an important aspect, but should not be progressed as a standalone improvement.
 - c. Raised median with roundabouts:
 - i. This alternative had considerable opposition.
 - ii. May not be able to construct the center roundabout due to recent construction of a Stewart's Shop.
 - iii. An operational concern is if the roundabout at Exit 20/US Route 9 gets congested, there could be queueing back toward I-87.
 - iv. From an analysis standpoint, this alternative worked; however, funding was not available and there was some opposition, so it was not advanced.
 - d. Back Access:
 - i. Negative feedback from retail owners.
 - ii. This alternative would be tight with the construction of the new jail. There are also sight distance concerns at the Route 149 access point.
 - iii. From an analysis standpoint, this alternative worked (pending the Rt 149 tie in), but there was a lack of consensus, so it was not advanced.
 - e. New Interchange:
 - i. This alternative was previously identified due to a perceived need to replace the bridge structure on I-87 at Exit 20. **Action:** CM to confirm the condition of the bridge over the Northway.
 - ii. The Single Point Interchange option can be dismissed due to cost and that it will not solve the project objective.
 - iii. The southbound I-87 Exit 20 off ramp has queueing concerns. This intersection should be included in the analysis.
 - iv. Other interchange alternatives should be considered.
7. Other comments about the corridor:
- a. Round Pond Road:
 - i. This unsignalized intersection operates poorly. Vehicles have a difficult time turning onto US Route 9.
 - ii. Pedestrian improvements are needed.
 - iii. As part of the Great Escape EIS, a connector road will be built opposite Round Pond Road which will turn this into a signalized intersection. The threshold for this improvement has not been met yet. There is strong support for this improvement.

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- b. Municipal Center:
 - i. The left turn bay for the northbound left turn onto I-87 NB may be too short and vehicles drive up the center median.
8. Data Collection Plan:
 - a. **Action:** CM follow-up with John Strough for planned and potential developments in the area.
 - b. Volumes:
 - i. CM noted that daily volumes have increased, but the peak hour volumes have been stable since the last study. This may be an indication that the corridor is over capacity and that peak hour traffic is not getting through the corridor.
 - ii. **Action:** The existing counts from the last report will be used with increases to account for the reported one to two miles of queued traffic on US Route 9 southbound and NY Route 149 westbound
 - iii. **Action:** Verification counts will be conducted this summer, including ATRs placed at various locations to find latent demand. August was reported to be higher than July.
 - c. Photo Log:
 - i. **Action:** Ed will provide existing drone photos.
9. Next Steps:
 - a. Public Participation Plan and Website:
 - i. The draft PPP was distributed.
 - ii. **Action:** CM will coordinate with Ed and establish a project website. CM will make the website active in the short term and make documents available. Transparency is important with this project.
 - iii. **Action:** John to coordinate project information on Look TV.
 - b. Existing and Proposed Conditions:
 - i. **Action:** CM to begin analyzing existing and future conditions.
 - c. Next meeting:
 - i. Scheduled for mid-March.
 - ii. Communication will primarily go through Ed. He will be provided meeting materials one week in advance of any meeting and will distribute accordingly.

Summary of Actions:

- Ed will provide existing drone photos.
- John Wheatley to coordinate project information on Look TV.
- NYSDOT was asked to check if the Exit 20 bridge was on the current program. It is not at this time.

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- Complete minor logo changes (bike and crosswalk) as discussed.
- Confirm the condition of the bridge over the Northway.
- Follow-up with John Strough for planned and potential developments in the area.
- The existing counts from the last report will be used with increases to account for the reported one to two miles of queued traffic on US Route 9 southbound and NY Route 149 westbound
- Verification counts will be conducted this summer, including ATRs placed at various locations to find latent demand.
- Coordinate with Ed and establish a project website. CM will make the website active in the short term and make documents available. Transparency is important with this project.
- Begin analyzing existing and future conditions.

The meeting concluded at approximately 11:30 a.m.

Dan Quiri, P.E. - Project Engineer