

# SUMMARY OF MEETING



ENGINEERS  
PLANNERS  
SURVEYORS

This meeting summary represents the writer's understanding of the major issues discussed. If you wish to suggest edits or additions, please contact the undersigned by Friday, June 1, 2018.

- DATE:** May 9, 2018
- PROJECT:** Pathway Corridor Project – Exit 20 Routes 9 and 149
- PLACE:** Corey Shanus Outlet Mall Properties – US Route 9
- TIME:** 1:00 p.m.
- PURPOSE:** **The purpose of this meeting was to introduce the study, and obtain comments from the outlet mall property owner. Attendees of the meeting include Corey Shanus and Creighton Manning representatives, Mark Sargent and Dan Quiri.**

## **SUMMARY:**

1. It is noted that Corey owns the southern-most outlet malls on the east and west sides of US Route 9, just north of the Interchange 20 northbound ramp intersection.
2. Comments on Alternatives:
  - a. Widen US Route 9 to 5-lanes – Corey was open to considering this alternative, but was concerned about the loss of parking spaces (estimated at 10 ± spaces). It is also noted that he gets deliveries in the front of this building. He noted that locals can bypass the area when it is congested and suggested that an alternative to roadway widening would be to improve signing to direct traffic to alternate routes.
  - b. Median Alternative w/ Roundabouts – Corey was generally receptive to this idea and likes how roundabouts slow traffic.
  - c. Back Access – Merchants will not like this alternative because it takes traffic away from the storefront of the “economic lifeline of Queensbury.”
  - d. New Interchange – Corey agrees that this alternative did not appear feasible.
  - e. Comments on specific other layers:
    - i. Access Management – Agreed access management is important, but not a driveway connection to the adjacent Adirondack Factory Outlets which was previously considered and dismissed due to grades and sight line concerns. It is noted that the newly constructed Outlets of Lake George provided an ADA accessible ramp between this property and French Mountain Commons. He also reduced driveways at this location from 3 to 2.
    - ii. Bike/Trail Connections – Agrees pedestrian connections are beneficial
    - iii. Pedestrian Bridge – People won't use a pedestrian bridge unless channelized.
3. Stakeholder suggested improvements:
  - a. Sign for alternate routes
  - b. Would an underground pedestrian crossing work?
  - c. Consider using a crossing guard/traffic cop

The meeting concluded at approximately 1:45 PM.

After having some time to digest the alternatives and being able to review the draft meeting minutes, Shanus wanted to add the following:

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1. Widening US Route 9 to 5 lanes would be a problem for his tenants as he does not want to lose any parking; therefore, he is against this alternative. It would also cause safety concerns as the outlet on the east side of Route 9 gets deliveries in front of the building.
2. He feels strongly that we should try the cheap alternatives first:
  - a. Traffic cop
  - b. Signing for alternate routes

Dan Quiri, P.E.  
Project Engineer

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**DATE:** May 9, 2018

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

**PLACE:** Clarion Inn & Suites at the Outlets of Lake George – US Route 9

**TIME:** 2:30 p.m.

**PURPOSE:** **The purpose of this meeting was to introduce the study and obtain comments from the outlet mall property owner. Attendees of the meeting include property owners, Dave and Laura Kenny and Creighton Manning representatives, Mark Sargent and Dan Quiri.**

## **SUMMARY:**

1. It is noted that the Kennys own the Adirondack Factory Outlet Mall located on the east side of US Route 9.
2. Comments on Alternatives:
  - a. Widen US Route 9 to 5-lanes – The Kennys are receptive to this alternative. They believe that more capacity will bring more traffic to the area as locals will not avoid it anymore.
  - b. Median Alternative w/ Roundabouts – The Kenny's are receptive to this alternative but think the middle roundabout may have too big of a footprint.
  - c. Back Access – Open to the alternative but think it will be expensive and unlikely due to property acquisition and grading.
  - d. New Interchange – They Kenny's agree that this alternative did not appear feasible.
  - e. Comments on specific other layers:
    - i. Access Management – Agrees access management is important.
    - ii. Bike/Trail Connections – Agrees pedestrian connections are beneficial and is willing to connect the Kenny property to the existing Warren County Bikeway
    - iii. Pedestrian Bridge – People will not use a pedestrian bridge. If an elevator was attached it might be more attractive.
3. Stakeholder suggested improvements:
  - a. Improve conditions for people traveling to The Great Escape from Lake George by improving operations at the Exit 20 southbound Off Ramp/Gurney Lane intersection.
    - i. The off ramp should be restricted to right-turn only movements, and a roundabout should be installed at the Gurney Lane/Old West Mountain Road intersection to serve vehicles that would typically take a left off of the ramp.
    - ii. Similarly, left-turns should be restricted from Gurney Lane onto the I-87 SB On Ramp. These vehicles would continue westbound on Gurney lane to use the roundabout to make a U-Turn.
    - iii. US Route 9 from Lake George to NY Route 149 should be converted to one lane southbound and two lanes northbound. This would make I-87 more attractive to people destined for the Great Escape.
  - b. Sign for alternate routes regionally.

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## 4. Other Notes:

- a. The Kenny properties are planning to reconfigure the entire site to include more parking and cross connections between their parcels
  - i. It is noted that 30,000 square feet (SF) of retail space is currently built but not occupied. The reconfigured site will include an additional 30,000 SF.
- b. Helping Great Escape would help the corridor.
- c. Traffic gets to be the worst when it rains and people want to come shopping.

The meeting concluded at approximately 3:30 PM.

Dan Quiri, P.E.  
Project Engineer

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This meeting summary represents the writer's understanding of the major issues discussed. If you wish to suggest edits or additions, please contact the undersigned by Friday, June 1, 2018.

**DATE:** May 18, 2018

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

**PLACE:** Ed Moore Outlet Mall Properties, French Mountain Commons – US Route 9

**TIME:** 9:00 a.m.

**PURPOSE:** **The purpose of this meeting was to introduce the study and obtain comments from the outlet mall property owner. Attendees of the meeting include property owner Ed Moore and Creighton Manning representatives, Mark Sargent and Dan Quiri.**

## **SUMMARY:**

1. It is noted that Ed Moore owns French Mountain Commons located on the west side of US Route 9.
2. Comments on Alternatives:
  - a. Widen US Route 9 to 5-lanes – Ed opposes this option due to creating a less pedestrian friendly environment. He also believes that this option will create more accidents, and he does not believe people are avoiding the area due to traffic congestion.
    - i. The 5-lane alternative would increase speeds through the corridor. He thinks the slow moving vehicles are a good thing.
    - ii. Supports some roadway widening (from Interchange 19 southbound ramps to Glen Lake Road)
    - iii. He informed us of a storm water pond in front of his property that may be impacted if the road was widened.
    - iv. The character of this corridor is for destination travel rather than commuter traffic. He agrees that slow travel times would not be appropriate if land uses were mostly office space.
  - b. Median Alternative w/ Roundabouts – Ed questions if this option would really help but he likes that it will be a safe alternative for pedestrians.
  - c. Back Access – Ed opposes this option due to construction cost and the fact that traffic would be taken off of US Route 9. If traffic is moved off of the corridor, they won't see the businesses and will be less likely to stop.
  - d. New Interchange – Ed agrees that this alternative does not appear feasible.
  - e. Comments on specific other layers:
    - i. Access Management – Ed doesn't necessarily agree with this. He says that you never see a long queue of traffic trying to leave the outlet driveways because motorists will just go to another driveway if a queue begins. He noted that NYSDOT made a decision 15 years ago to not remove any driveways.
    - ii. Bike/Trail Connections – Friendly environmental aspect. This is a "feel good" alternative for the community, but does not think it will have a big traffic benefit.
    - iii. Pedestrian Bridge – Agrees people will not use the bridge unless if they're forced to.
    - iv. Shuttle Bus – The campground already has a shuttle bus service that runs from the campground to the Outlets and up to Lake George.

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- v. Connection Road (west side) – Ed is not opposed, but does not think this will accomplish much.
3. Stakeholder suggested improvements:
- a. Sign for alternate routes regionally
  - b. Use a crossing guard/traffic cop – minimal cost that he would be willing to contribute to. Thinks that this would be the safest and most cost effective alternative.
4. Other Notes:
- a. This corridor creates very large tax revenue for the Town of Queensbury. It's important to maintain a continued successful business environment. It should also be noted that a lot of jobs are created due to these businesses.
  - b. Ed does not believe that traffic is backed up for 10 hours a day. He says that there is a mid to late morning peak and an afternoon peak for about 2 ½ hours each. He does agree that there is a more steady flow in summer.
  - c. Ed agrees with the travel times presented, but he questions how often this actually occurs with respect to warranting major roadway improvements.
  - d. Existing geometry creates a good environment for people to walk.

The meeting concluded at approximately 11:15 PM.

Dan Quiri, P.E.  
Project Engineer

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