

SUMMARY OF MEETING



ENGINEERS
PLANNERS
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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, August 3, 2018.

DATE: July 17, 2018

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

PLACE: Warren County Sherriff's Office

TIME: 10:30 AM

PURPOSE: **The purpose of this meeting was to introduce the study and obtain input from Police / Fire / Emergency Services stakeholders.**

ATTENDEES:

<u>Name</u>	<u>Representing</u>	<u>Telephone Number</u>
Joe DuPrey	Queensbury Central Fire	518-361-3577
Brian LaFlure	Warren Co. Emergency Services	518-761-6537
Bud York	Warren Co. Sheriff	518-222-2322
Shawn Lamouree	Warren Co. Sherriff's Office	518-232-2030
James Cross	West Glens Falls EMS	518-361-2140
Dan Quiri	Creighton Manning	518-689-1882
Mark Sargent	Creighton Manning	518-689-1837

SUMMARY:

1. Mark opened the meeting with an overview of the planning study and the major transportation alternatives assessed so far. The following comments were made during the overview:
 - a. General – When asked about traffic conditions, the group noted that southbound traffic on US Route 9 backs up from the NY Route 149 intersection to Maltbie's Chevrolet (approximately 1 mile), and that cars will u-turn when encountering the back of queue. Traffic congestion was reported to be a worse in the summer on major travel days when vacationers are traveling to / from the area, on rainy days, and during the winter ski travel days.
 - b. Widen US Route 9 to 5-lanes – In general, the group felt that this is the best option because it was reported to be the most beneficial to traffic, which is the primary purpose of this study.
 - i. They understand that this option would be less pedestrian friendly as compared to existing conditions, due to the need for pedestrians to cross five lanes vs three; It was noted that pedestrian would be more apt to cross at signals and in groups, and that the corridor might function more like Route 9 through Lake George, which is a multi-lane facility.
 - c. Median Alternative w/ Roundabouts – The group did not like this option because the median reduces the ability for emergency vehicles to pass standstill traffic. They cited the Lake George Gateway project as an example.
 - i. Emergency personnel currently use the two-way left-turn (TWLT) lane to maneuver around queues.
 - d. Back Access – The option to align a back access road opposite Exit 20 would never be approved due to construction of the jail.

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- i. The Sheriff noted that at the time of the jail construction, NYSDOT did not allow a fourth leg opposite the Exit 20 NB interchange for access to the jail, so construction of this access point is unlikely even if there were no grade challenges or a parking lot in the way.
 - e. New Interchange – Before discussing the assessment of this option, the group generally felt that this was a good idea
 - i. After discussing the lack of a traffic benefit, through the corridor, high cost, and long timeframe for completion, the stakeholders agreed that this option was not feasible.
 - f. Comments on specific other layers:
 - i. Access Management – Agreed that combining driveways would help improve operations in the corridor
 - ii. Bike/Trail Connections – Generally believed there would be little use and that it would not translate into improved traffic operations.
 - iii. Pedestrian Bridge – The group recognized the challenges to making a pedestrian bridge work, and that people would not use it without channelization. It is difficult to channelize with all of the existing driveways.
2. Suggested Stakeholder improvements:
 - a. Exit 20 Southbound Off Ramp/Gurney Lane:
 - 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.
 - b. Give Great Escape their own exit: It was noted that this option was studied and dismissed in the previous study.
 - c. Try to find an alternative that would get trucks out of the corridor. Is there another alternative for vehicles to bypass this corridor all together?
 - d. North of the NY 149 intersection on US 9, consider making the lane geometry consistent (get rid of the “hour glass shape”) and make two lanes SB and one lane NB from the NY 149 intersection to the teepee on US 9. (.
3. Other notes by the Stakeholders:
 - a. The existing TWLT lane is sometimes used as a passing lane, rather than a turning lane
 - b. At the Exit 20 NB interchange, US 9 NB traffic is very congested due to the force-off loop on the ramp approach.
 - c. An opportunity for funding will need political backing if any improvements are to be done.

The meeting concluded at approximately 11:30 AM.

Dan Quiri, P.E.
Project Engineer

cc: Attendees
File