

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, August 3, 2018.

DATE: July 19, 2018

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

PLACE: Town of Queensbury Supervisors Office

TIME: 2:30 PM

PURPOSE: **The purpose of this meeting was to introduce the study to the Great Escape General Manager (Eric Gilbert), and to obtain input regarding traffic concerns and improvement ideas in the area.**

Attendees included Eric Gilbert (Great Escape), John Strough (Town of Queensbury Supervisor), Mark Sargent (Creighton Manning), and Dan Quiri (Creighton Manning)

SUMMARY:

1. Mark opened the meeting with an overview the planning study and the major transportation alternatives assessed so far. The following comments were made during the overview:
 - a. Eric generally agreed with the assessment and noted that Great Escape traffic is not the cause of congestion. The cause of congestion is located on US 9 near the Outlets which impacts exiting (northbound) Great Escape traffic.
 - b. Pedestrian Bridge – Eric believes that the existing pedestrian bridge has been a great thing for Great Escape and it also helps traffic flow on US 9. He felt that there are too many driveways at the outlets to make a pedestrian bridge work there.
 - i. He gave an example to convey this point – an access point was open to patrons at the bus stop located 500 feet south of the existing pedestrian bridge. This was meant for people using the bus to access the site. When it was open, people would cross the road without a crosswalk rather than walking to the pedestrian bridge.
2. Suggested Stakeholder improvements:
 - a. Round Pond Road Intersection
 - i. Needs an improvement - A signal and right turn lane out of Round Pond.
 - ii. Include full pedestrian accommodations at this intersection
 - iii. Access management with Martha's Ice Cream.
 - iv. Great Escape would prefer to shift Round Pond Road south, so the proposed connector road could be entirely on Great Escape frontage. The existing alignment of the connector road straddles the property line with Martha's. Shifting the road away from Martha's may be mutually beneficial by avoiding parking impacts to Martha's.
3. Other Stakeholder notes/Next Steps:
 - a. Eric noted that many Great Escape employees use public transit, and there are no protected pedestrian crossings within 2 miles on US 9. Additional pedestrian crossings should be looked at south of Glen Lake Road. Consider plotting bus stops and identify where people already cross.

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- b. Great Escape is considering renting bicycles. This could work well if the southern access driveway is built opposite Round Pond Road, then renters could reach the Warren County Bikeway trailhead via Round Pond Road.

The meeting concluded at approximately 3:30 PM.

Dan Quiri, P.E.
Project Engineer

cc: Attendees
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