

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, July 6, 2018.

DATE: June 14, 2018

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

PLACE: EDC Offices, 333 Glen Street

TIME: 11:00 a.m.

PURPOSE: The purpose of this meeting was to update committee members on the stakeholder meetings.

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
Brian Kirch	NYS DOT Region 1	518-485-1379
Frank Bonafide	NYS DOT Region 1	518-457-7376
John Strough	Town of Queensbury	518-761-8229
George Ferone	Town of Queensbury	518-796-3572
Maiken Holmes	Warren County DPW	518-761-6556
Dan Quiri	Creighton Manning	518-689-1882
Mark Sargent	Creighton Manning	518-689-1837

SUMMARY:

1. Ed opened the meeting and asked if there were any comments on the previous meeting summary. Hearing no additional comments, the April 11, 2018 meeting summary was unanimously approved.
2. Mark provided an overview of the stakeholder meetings that were held with the three largest land owners in the corridor. The following bullets were discussed.
 - a. Mark noted that this planning study was about building consensus around needed improvements in the corridor and that the land owners have different opinions about some of the major alternatives being considered, which makes consensus a challenge, but not impossible. Mark pointed out that the definition for consensus is "general agreement by most..." <https://www.merriam-webster.com/dictionary/consensus>, so consensus can be achieved even if some oppose a final solution.
 - b. Mark noted that two of the three stakeholder meeting summaries had been finalized. The third meeting summary (Shanus meeting) was pending any final comments from Mr. Shanus, so the overview of the meeting being shared at this Committee Meeting was to be considered preliminary.
 - c. A PowerPoint summary was used to provide an overview of the meetings. See attached PowerPoint slides which show major points conveyed from the stakeholder meetings and discussed below.

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d. Shanus Slides:

- i. Pedestrian bridge:
 1. The committee feels that the pedestrian bridge should not be ruled out yet.
 2. Find a spot that will reduce visual obstruction of the outlets.
 3. The Great Escape pedestrian bridge is successful because people are channelized to use it.
- ii. John Strough asked if there was a way to get pedestrians off of Route 9 and onto a parallel bike path, then fence along Route 9 and channelize people to a new pedestrian bridge. It was noted that the numerous driveways make channelization a challenge.

e. Kenny Slides:

- i. Signal at Round Pond Road
 - a. This intersection has operated poorly for a long time
 - b. The two-way left-turn lane between Martha's Ice Cream and Round Pond Road creates a conflict of traffic. A signal would increase safety.
 - c. The group asked if a signal warrants analysis could be completed as part of this planning study. **Action: CM to install ATRs on Route 9 and Round Pond Road this summer and complete a signal warrants analysis.**
- ii. Southbound Off Ramp at Exit 20: Locals already know to bypass the queue by making a right-hand turn onto Gurney Lane and then do a U-Turn near Old West Mountain Road
- iii. The Committee felt that signing traffic to use alternate routes would not reduce congestion because people are going to follow their GPS.
- iv. Site Plan Comments:
 1. The Committee noted that although the Kenny site plan has a net change of 0 square feet, there still may be an impact to traffic depending on land uses, specifically the proposed restaurant could generate more traffic than retail.
 2. The McCormack property was previously proposed to be rezoned as commercial.

f. Moore Slides:

- i. It was noted that Mr. Moore does not believe people are avoiding the area due to congestion. He likes the slow moving traffic and the pedestrian friendliness of the corridor. He was opposed to any roadway widening project and was concerned that a roadway widening would make the area less safe. Mr. Moore favored hiring a traffic cop for the summer and signing for alternate routes, and was willing to pay for a share of the cost of the traffic cop.
- ii. The Committee did not believe a traffic cop could solve the summer congestion and did not want to pursue it. Nor did they feel that signing for alternate routes was worth pursuing.

g. Stakeholder Meetings Summary

- i. It was noted that all of the stakeholders supported a trail connection behind the outlets, and signing for alternate routes. There was also support in general for the "Great Escape" capacity improvements, ie extending a second southbound through lane to Glen Lake Road.
- ii. There was a discussion about adding a new alternative that included some of the Great Escape improvements, trail connections, etc., but avoided major corridor changes between interchange 20 northbound and Route 149. The Committee noted that the area between interchange 20 northbound and Route 149 is the crux of the traffic congestion issues and the alternatives needed to address that area.

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3. Other developments and traffic forecasting: It was noted that the forecasts were nearly complete and future development assumptions had been coordinated with the Town of Queensbury. Development assumptions for a few county owned parcels remained and were discussed. Refer to the attached PowerPoint slides for the parcel numbering. The Committee agreed on the following assumptions
 - a. Assume parcel 10a to be rezoned to office space
 - b. Assume parcel 10b to be rezoned to apartment units (100-130 units).
 - c. Parcel 11 should not be as aggressive of a land use as there are difficulties with access. Assume a land use and size that will generate approximately 100 trips in the peak hour.
4. NYSDOT comments:
 - a. The corridor operates well seven or eight months of the year. During the summer, it's a victim of its own success. The congestion is due to continued development of the corridor.
 - b. Pedestrian connections are most important.
5. It was noted that an assessment of peak summer traffic growth rates was similar to NYSDOT's Average Annual growth rates in the corridor. Therefore summer traffic is growing at about the same rate as off-season traffic. It is noted that since specific other developments are included, a lower background growth of 0.5 percent per year growth rate will be applied to account for regional growth.
6. Environmental impacts – The Committee asked to include the pollution effects of alternatives analysis
Action: CM to add an Emissions performance measure to the alternatives matrix.
7. West back access road – Discussions noted this being feasible and a good idea for connectivity, but would likely not have a significant traffic improvement for the corridor. This option should be included as new development and redevelopment occurs on the west side of US 9.
8. **Next Steps**
 - a. **Have a meeting with the Great Escape general manager, Erick Gilbert, with Ed Bartholomew and John Strough.** For the Great Escape meeting, ask about buses for employees.
 - b. **Hold safety stakeholder meeting**
 - i. Coordinate with John Strough to reach out to police/fire emergency squads, including West Glens Falls / Queensbury EMS
 - ii. Coordinate with Ed regarding contacting the Sheriff's department
 - c. **Public meeting** - Begin planning and scheduling for public meeting in August
 - i. Venue to be confirmed. Adirondack lodge?

Summary of Actions:

- CM Coordinate with John Strough and Ed to schedule the Stakeholder meetings and the Public Meeting. Reach out of Adirondack Lodge for public meeting location
- CM explore possible solution to make pedestrian bridge work
- CM conduct signal warrant analysis at Round Pond Road
- CM Finalize future development trip generation and update the traffic forecasts.
- CM Analyze environmental impacts, i.e. Add "Emissions" as a performance measure to the alternatives matrix.

The meeting concluded at approximately 12:30 PM.

Dan Quiri, P.E.
Project Engineer

cc: Attendees
File