



Adirondack/Glens Falls Transportation Council

DRAFT for Public Comment
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REGIONAL BIKE PLAN

Table of Contents

Glossary of terms.....	i
Introduction/Goals	1
Project background	1
Objectives	3
Existing Conditions.....	3
Policy	3
Advocacy and Promotion.....	4
Off-Road Trails	5
Bike Routes and On-Road Bicycle Facilities	6
Safety Trends	7
Regional Priorities.....	8
Safety and Comfort.....	8
Guiding Principles	9
Priority Projects.....	10
Priority Bicycle Network	11
Implementation	12
Policy Recommendations.....	12
Guidance and Resources for Capital Improvements.....	17
Appendix 1: Priority Project Inventory	

GLOSSARY OF TERMS

Bicycle Facility: A general term for any infrastructure specifically designed and/or designated to accommodate bicycles; the physical surface on which the cyclists ride. These may include, but are not limited to:



Bike Boulevard: Streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.

Photo courtesy Andersem at English Wikipedia, CC0, via Wikimedia Commons



Bike Lane: A portion of a roadway designated by striping, pavement markings and signing for the preferential use of bicyclists. A “separated” bike lane, also known as “cycle tracks” or “protected bike lane”, is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element such as bollards.

Photo courtesy pedbikeimages.org / Carl Sundstrom

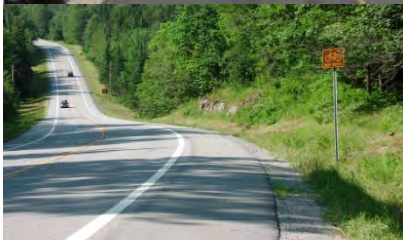


Multi-use Path: An off-road facility designed to accommodate pedestrians, cyclists, and/or other non-vehicular travel modes (such as in-line skates, horseback riders, or snowmobiles). These may be located within the highway right-of-way or an independent right-of-way. Multi-use Paths are always physically separated from motor vehicle traffic by an open space or barrier.



Shared Lane: A travel lane of a street or road that is open to both vehicle and bicycle travel. These are sometimes supported by pavement markings, often referred to as “sharrows”. Unless specifically prohibited, bicycles are legally allowed to ride in the travel lane on all roadways in New York State.

Photo courtesy pedbikeimages.org / Dan Gutierrez



Shoulder: The portion of the roadway adjacent to the travel lane that accommodates stopped/parked vehicles and emergency use. Standards have been issued for shoulders designed to accommodate bicycle use. These are sometimes demarcated with pavement markings to encourage use by bicycles; however, unlike bike lanes, vehicles may pull over or park on a shoulder (unless specifically noted).

Photo courtesy ANCA via bikethebyways.org

Bicycle Route: A roadway that has been specifically designated by the jurisdictional authority with directional and/or informational signage or pavement markings. It should not be implied that roadways not designated as bike routes cannot or should not be used by cyclists.

Bike Trail/Bikeway: A named alignment of bicycle infrastructure; may include on-road and/or off-road bicycle facilities. Unlike a Bicycle Route, Bike Trails/Bikeways usually incorporate one or more roadways and/or sections of Multi-use Path.

INTRODUCTION/GOALS

Project background

In recognition of the ongoing need to support and promote cycling, the Adirondack/Glens Falls Transportation Council (A/GFTC) has prepared this Regional Bicycle Plan. The goal of this plan is to support and encourage policies and projects that increase bicycling activity in the region. This includes both the frequency that residents choose a bicycle over other modes of transportation and expanding the regional network of bicycle infrastructure.

Cycling brings many benefits to our local communities, including:

- Increased mobility: Access to an affordable method of transportation expands the range of opportunities for those without access to a vehicle some or all of the time.
- Improved health outcomes: Like any form of physical exercise, cycling offers a range of health benefits, whether undertaken for recreation or transportation purposes. A recent study in the British Medical Journal indicated that cycling to work was associated with a 41% lower risk of death from all causes than people who drove or took public transportation.¹
- Decreased greenhouse gas (GHG) emissions: As part of a comprehensive strategy to reduce GHG emissions, increasing the number of trips taken by bicycle and/or walking offers measurable benefits.
- Economic development and tourism: Studies conducted along the Erie Canal Trail corridor indicate that bicycle tourism represents a significant economic driver for communities located along the trail². With the recent development of the Empire State Trail, which passes through the A/GFTC region, the economic benefits of bicycle tourism in the area is likely to increase.

Bicyclists Bring Business

For the last fifteen years, Parks & Trails New York (PTNY) and the New York State Canal Corporation have hosted “Bicyclists Bring Business” roundtables in communities across the state. These events help local businesspeople seize the economic opportunities which cycling tourism creates.

The City of Glens Falls has hosted this event twice, once in 2009 and most recently in September 2019. A summary report of the two-day event, including recommendations for further improvements, is available at the PTNY website:

<https://www.ptny.org/events/bicyclists-bring-business>

¹ <https://www.bmj.com/content/357/bmj.j1456>,

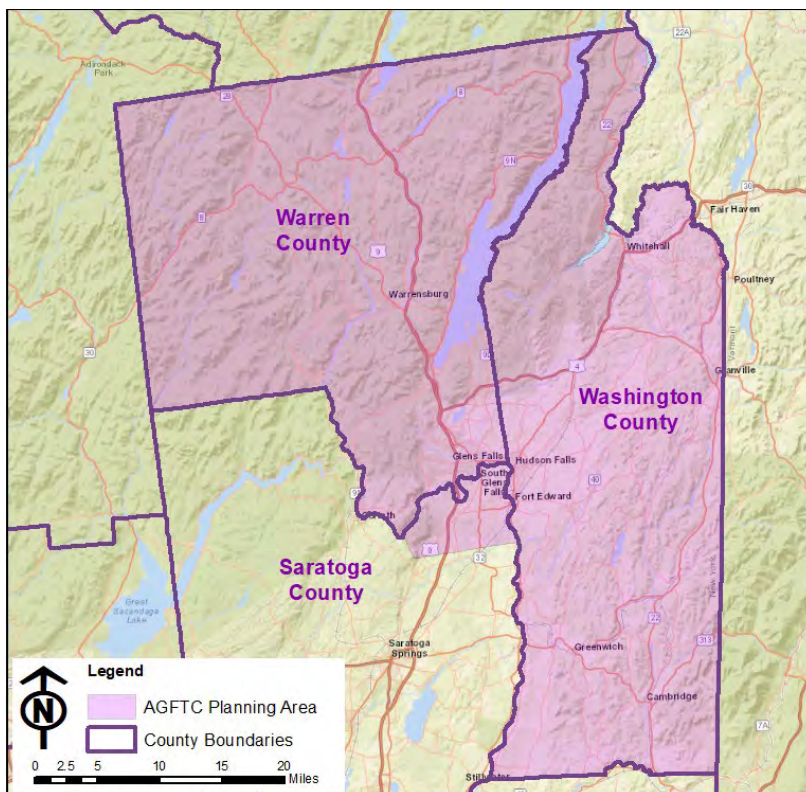
² https://ptnyenews.files.wordpress.com/2014/07/economic_impact_of_the_erie_canalway_trail_full_document.pdf

In recognition of the importance of bicycling, many communities in the A/GFTC region have stepped up efforts to support the planning and construction of bike facilities. These initiatives include adopting Complete Streets policies, hosting Complete Street Workshops, planning and building new bicycle/pedestrian trails, designating local roadways as bike routes, and installing bicycle lanes.

To build on and further support these initiatives, A/GFTC has prepared this Regional Bicycle Plan to guide future improvements on a regional basis and to foster a more comprehensive network of bicycle and pedestrian facilities in Warren, Washington, and northern Saratoga Counties.

This plan has been created with the guidance of a subcommittee comprised of local planners, engineers, and cycling advocates, bringing a diverse range of expertise and perspective to the resulting plan. This process is intended to strengthen ties so that partnerships can continue in the future implementation of the priority projects.

Figure 1 - A/GFTC Planning Area



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

The MPO Role

As a Metropolitan Planning Organization, A/GFTC cannot directly undertake capital improvements on roads or trails. This plan will provide a framework under which local project sponsors and advocates can implement individual policies and projects that will improve cycling conditions not only within individual communities, but the greater A/GFTC region.

Objectives

There are many local communities and advocacy organizations working to improve conditions for cycling in the region. Although an MPO cannot undertake capital improvements, as a regional agency, A/GFTC is uniquely suited to bring together the individual efforts of our partners at the local, county, and state levels.

To this end, the following objectives were established for the Regional Bicycle Plan:

- i) **Establish priorities for future bicycle improvements**, including general planning principles and a Bicycle Priority Network, to foster the ability of cyclists to travel throughout and between each community in the A/GFTC region
- ii) **Provide relevant guidance and data** to support the improvement and expansion of the regional bicycle network by local project sponsors and bicycle advocates
- iii) **Document and inventory bicycle improvement projects** and provide a regional framework for implementation by local project sponsors

The objectives and priorities set by this plan will have direct application within the A/GFTC Transportation Improvement Program and Unified Planning Work Program. For our project partners at the local, county, and State-wide level, this plan serves as an advisory document. It should also be noted that recommendations for additional planning efforts or capital projects in no way obligates A/GFTC or our partner agencies to action, nor does this plan obligate any planning or capital funds.

EXISTING CONDITIONS

The first step in any transportation planning process is to undertake an inventory of existing conditions. This includes both physical features, such as bike lanes and multi-use paths, as well as intangible elements such as policy, advocacy, and promotion for cycling activities. Safety trends also play an important role. A thorough understanding of these conditions will provide a realistic foundation to guide future efforts to improve cycling conditions in the A/GFTC region.

Policy

The A/GFTC region is made up of forty local municipalities spread among three counties. As such, cycling priorities vary widely from community to community. Some municipalities take a very active role in the promoting cycling activity, while others may provide more passive support. The economic development, tourism, and planning departments in both Warren and Washington counties are active in promoting biking opportunities and events. In Warren County, the Board of Supervisors also designated a bicycle advocacy group, the Adirondack Cycling Advocates (formerly Warren County Safe & Quality Bicycling Organization) that administers various events and efforts throughout the county. In addition, many of the local municipalities support cycling efforts through their planning and/or recreation departments. Community groups, such as chambers of commerce, also play an active role in the promotion of bike activities.

Complete Street programs and policies are one way that communities have worked to support cycling activity in the region. In 2011, New York State adopted the Complete Streets Act, which legislated the consideration of Complete Streets features for a broad array of transportation projects, including local projects that receive State and Federal funding. In addition, there has been a groundswell of grassroots efforts in the region to promulgate Complete Streets policies and procedures. Many local communities in the A/GFTC area have adopted Complete Streets policies, undertaken demonstration projects, or hosted Complete Streets training sessions.

Advocacy and Promotion

In addition to municipal efforts to support cycling, there are several advocacy organizations that promote cycling activities and/or trail improvements in the region. These include:

Adirondack Cycling Advocates

(<https://www.bikewarrenco.org/>) -- As stated above, the Adirondack Cycling Advocates (ACA) is a not-for-profit organization that promotes safe and quality bicycling in Warren County through active promotional events such as the annual Harry Elkes ride, educational campaigns, advocacy efforts for infrastructure improvements, and direct support for mountain bike and single-track trails.

Feeder Canal Alliance (<http://feedercanal.org/>) -- The

Feeder Canal Alliance (FCA) is a not-for-profit organization created to preserve, promote and maintain the historic Feeder Canal, the last remaining original canal in New York State. Although cycling is not the main focus of this group, the FCA maintains the Feeder Canal Trail, a crucial east-west multi-use path that spans the communities of Queensbury, Glens Falls, Hudson Falls, and Kingsbury.

Cambridge Valley Cycling (<http://www.cambridgevalleycycling.org/>) -- Though it does not act as an advocacy organization, this recreational cycling club is affiliated with the League of American Bicyclists and has over 100 members. CVC hosts many group rides and maintains cuesheets for club rides throughout northern Rensselaer and southern Washington counties, as well as Vermont.

Champlain Canalway Trail Working Group (<http://champlaincanalwaytrail.org/>) -- The Champlain Canalway Trail Working Group (CCTWG) is a volunteer, ad hoc partnership that includes local and regional canal and trail groups, public agencies, and park and preservation organizations in

COMPLETE STREETS

A Complete Street is a roadway which accommodates safe, convenient access and mobility of all roadway users of all ages and abilities. This includes pedestrians, bicyclists, public transportation riders, and motorists; it includes children, the elderly, and persons with disabilities.

Municipalities with Complete Streets Policies

- City of Glens Falls
- Town of Warrensburg
- Village of Lake George
- Village & Town of Fort Edward
- Town of Lake Luzerne
- Town of Queensbury
- Village of Hudson Falls
- Town of Greenwich
- Town of Kingsbury
- Town of Johnsbury

Saratoga, Rensselaer, and Washington counties. Champlain Canalway Working Group's focus since its inception has been the planning and implementation of the Champlain Canalway Trail, which is part of the Empire State Trail system. As the trail segments are moving to completion the group mission continues with the promotion, programming and stewardship of the trail.

Off-Road Trails

Often viewed as recreational amenities, off-road trails can nevertheless fulfill critical transportation functions. By separating bicycles from vehicles, off-road facilities provide a more comfortable riding experience for cyclists who may be uncomfortable navigating traffic.

The A/GFTC region is home to an expansive and expanding network of off-road trails. Since 2014, the length of off-road trails has almost doubled, from 17 to just under 34 miles, and several planned trail projects may increase this total in the next few years. A brief description of these facilities is included below. See the associated online map for more information.

What about Mountain Bike Trails?

As an MPO, A/GFTC is primarily focused on facilities which provide some transportation function. Mountain bike or single-track trails are used exclusively for recreation, and therefore are not addressed by this plan. When determining what function an off-road trail provides, the following factors are considered:

Connectivity – Does the trail provide a connection between destinations, or is it a self-enclosed loop?

Design/Terrain – Has the trail been designed and constructed to meet relevant standards for width, surface type, and accessibility? Can the trail be traversed by cyclists at every skill level, using a wide variety of bicycle types?

Access – Can the trail itself be accessed by bicycle (as opposed to driving to a trailhead for the express purposes of using the trail)?

Table 1: Off-Road Trails

Name	Location	Surface	Jurisdiction	Length* (Miles)
Betar Byway	South Glens Falls	Asphalt, Stone Dust	Vill. Of South Glens Falls	1.90
Empire State Trail/Champlain Canalway Trail	Washington County	Asphalt, Stone Dust	Varies by location	58.70
Feeder Canal Trail	Fort Edward, Queensbury, Glens Falls,	Stone Dust	Feeder Canal Alliance	7.30
Halfway Brook Trail	Queensbury	Gravel	Town of Queensbury	1.20
Rush Pond Trail	Queensbury	Gravel	Town of Queensbury	2.60
Slate Valley Rail Trail	Granville	Gravel, Natural Surface	Town, Vill. of Granville	4.80
Warren County Bikeway	Glens Falls, Queensbury, Lake George	Asphalt	Warren County	10.18
* Indicates total length of trail within A/GFTC region, including on-road trail segments				

Bike Routes and On-Road Bicycle Facilities

Legally, cyclists in New York State may use the vehicle travel lanes of public roadways, except in cases where bicycles are specifically prohibited (such as on Interstates). Some communities elect to designate certain roads as official bike routes. It is important to point out that not all designated bike routes have dedicated bicycle infrastructure. Rather, by designating a bike route, a municipality is encouraging cyclists to use these specific roads. This usually is accomplished through a municipal resolution followed by the installation of signage and/or pavement markers to indicate the status of the roadway as a bike route. There are a number of reasons a municipality might designate bike routes, including:

- To direct cyclists to roadways that are particularly amenable to bicycle travel (for example, roadways with wide shoulders, low vehicle traffic, etc.)
- To provide an alternative travel route for roadways that are *not* conducive to use by cyclists
- To highlight roadways that provide a good cycling experience (for example, those that include scenic views, challenging hills, or other features)
- To provide on-road links between sections of off-road trails

There are currently about 100 miles of on-road bicycle routes, located on State highways and local roads throughout the area. These include US Route 9 in Saratoga County, NY Route 197 in the Town of Moreau, US Route 4 and NYS 22 (both are elements of NYS Bicycle Route 9), as well as local roads in the Towns of Queensbury, Bolton, Lake Luzerne, and the City of Glens Falls. It is anticipated that this network of on-road bicycle routes will continue to grow as local communities adopt bike-friendly policies.

In addition, some local cycling organizations maintain recommended riding routes. These touring routes are not supported by on-road signage; wayfinding is provided to individual riders through GPS, printed maps, or cuesheets. For the most part, these routes are selected with recreation or physical fitness in mind and may or may not support transportation connectivity between communities.

Other On-Road Bicycle Facilities

In addition to designated bike routes, on-road bicycle facilities are becoming more common. These can range from infrastructure that allots roadway space to only to cyclists and prohibits vehicles, such as bike lanes, or shared-lane pavement markings (also known as “sharrows”) that indicate that the lane is intended for use by bicycles and vehicles alike. These facilities might be located on bike routes, but it is not necessary to designate an official bicycle route to include bicycle facilities on the road. In the A/GFTC region, bike lanes have been installed on Hudson Avenue in the City of Glens Falls, and shared-lane markings can be found on Broad Street.

In rural areas, road shoulders may also have pavement markings denoting bicycle use; in some cases, these are referred to as bike shoulders. These shoulders are slightly different from bike lanes in that vehicles are not expressly prohibited, as the shoulders may still be used by vehicles to pull off the road for emergencies. Bike shoulders are also usually located along roadways without curbs. A portion of Bay Road in the Town of Queensbury features bicycle shoulders, as well as many of the on-road segments of the Empire State Trail.

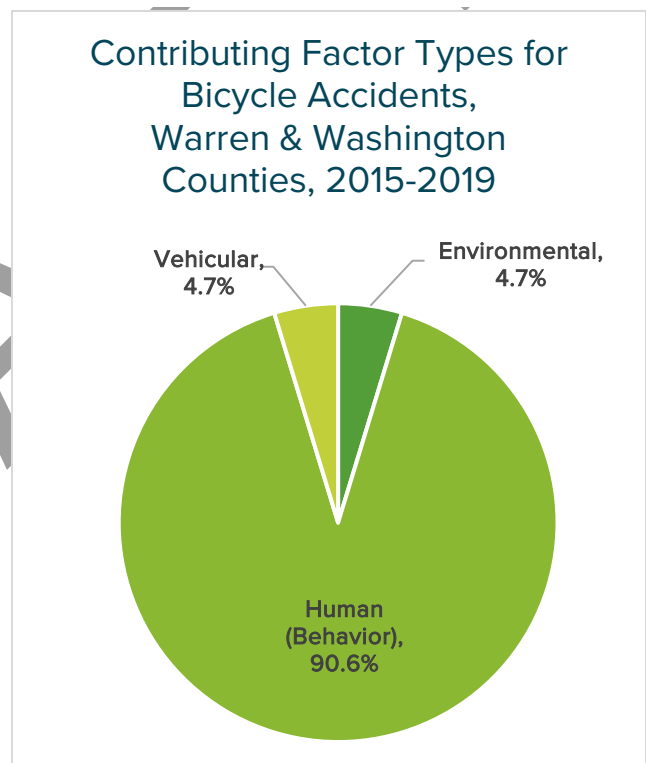
Although it is not legally necessary to provide bike lanes or shoulders as bicycles are allowed to “take the lane”, many riders feel more comfortable having the additional protection from traffic. In urban areas with high volumes of bicycle traffic, separating the cyclists from the vehicles using bike lanes can also support orderly traffic flow. In suburban and rural areas where roads have higher posted speeds, shoulders allow people to ride a comfortable distance from the travel lane.

Safety Trends

In terms of transportation safety, the factors which contribute to crashes fall into several broad categories. For example, vehicular contributing factors include mechanical issues with the car or bicycle, while environmental factors might include slippery pavement or glare. Animal behavior, such as deer running into the road, contributes to many vehicle crashes as well. But according to the National Highway Traffic Safety Administration³ (NHTSA), on a national level, human behavioral factors such as speed, alcohol, distraction, and poor compliance with traffic laws are major contributing causes to bicycle crashes.

These national trends hold true for the A/GFTC region as well. Figure 2 illustrates the contributing factors for bicycle crashes in Warren and Washington counties for 2015-2019, as reported by the Institute for Traffic Safety Management and Research (ITSMR). (The Town of Moreau and Village of South Glens Falls, located in Saratoga County, are not included as the data is available on a county-wide basis.) This indicates that human behavior, whether on the part of the driver or cyclist, is the largest contributor to bicycle accidents by an overwhelming margin.

Figure 2 -- Bicycle Crash Safety Trends



³ https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/14046-pedestrian_bicyclist_safety_resources_030519_v2_tag.pdf

REGIONAL PRIORITIES

As stated previously, a primary objective of this plan is to establish priorities for bicycle improvements in the A/GFTC region. These priorities can be used to inform the decisions of the Planning and Policy Committees, as well as provide guidance to local municipalities, Departments of Public Works, and NYS Department of Transportation for capital planning and policymaking.

The priorities for bicycle improvements include four categories: Safety and Comfort, Guiding Principles, the Priority Bicycle Network, and the Priority Project Inventory. These capture concepts at a range of scales, from broad policy recommendations to specific infrastructure projects. This approach is also intended to allow for frequent updates as ongoing planning efforts lead to design and construction.

Safety and Comfort

This document is intended to guide and foster the expansion of bicycle infrastructure throughout the region. As such, safety is an overarching priority inherent in every level of decision-making from policy to planning, design, and construction. A/GFTC's primary focus regarding safety is evaluation/planning and engineering; the MPO takes an active role in planning and funding projects which improve the infrastructure on which cyclists ride. In addition, AGFTC can also assist municipalities, traffic safety boards, and partner agencies with data analysis, education resources, and technical assistance.

In terms of bicycle safety, the most critical engineering consideration is minimizing the potential for conflicts with higher-speed vehicles. The risks for crashes and fatalities rises for vulnerable roadway users such as cyclists and pedestrians once vehicle speeds rise above 25 mph. This is not to suggest that complete separation of bicycles and vehicles is always warranted or even desired; in certain circumstances, low-speed, low-volume roadways, such as bike boulevards or quiet neighborhood streets, are relatively safe and comfortable for cyclists and drivers alike. However, as vehicle speed and traffic volume increase, dedicated facilities such as bike lanes or shared-use paths reduce the potential for crashes by limiting conflict points between cyclists and vehicles.

However, bicycle safety is not merely about designing infrastructure to the minimum standard. The perception of safety is a crucial factor. Simply put, many people would rather avoid cycling altogether than have a stressful experience while biking. The perception that a roadway or bicycle facility is unsafe is a key factor in determining whether a cycling experience is stressful. In essence, it may not matter whether a road or bike facility meets the minimum standards for safety if the riding experience still exposes cyclists to stressful interactions with vehicle traffic. According to FHWA, exposure to high motor vehicle traffic speeds and volumes is the primary contributor of stress.

The FHWA *Bikeway Selection Guide* estimates that 51-56% of people in the US are “Interested but Concerned” when it comes to cycling. This group has “the lowest tolerance for traffic stress. Those who fit into this group tend to avoid bicycling except where they have access to networks of separated bikeways or very low-volume streets with safe roadway crossings.”⁴ The document also estimates that only 9-16% of people are “Somewhat” or “Highly” Confident, i.e. cyclists willing to ride in bike lanes, on shoulders, or with traffic. (The remaining portion of the population is not interested in/not able to ride bicycles under any circumstances.)

A/GFTC therefore reasserts the FHWA recommendation that bicycle facilities be designed to accommodate the “Interested but Concerned” category of user whenever possible. This will increase the number of people on bicycles, itself a laudable goal. In turn, increasing the number of cyclists increases safety. Decades of research indicate that bicyclist risk decreases as the number of bicyclists increases. By increasing both comfort and safety, more people get on their bicycles, creating a feedback loop which further decreases risk.

LOW-STRESS NETWORKS

By design, a Low-Stress Bicycle Network is safe and comfortable for all users. These networks emphasize the **quality** of the bikeway, not just the **presence** of a bikeway, often relying on separating bicyclists from traffic via separated bike lanes and shared use paths. Low-speed/low-volume streets or bicycle boulevards also have a role if safe crossings of busy roads are provided. By serving a broad audience of existing and potential bicyclists, Low-Stress Networks maximize system use by serving high percentages of shorter distance transportation and utilitarian trips for all types of cyclists.

Guiding Principles

The following Guiding Principles are intended to influence the policies and planning efforts enacted by A/GFTC. This can include project selection criteria for the Transportation Improvement Program, planning efforts undertaken through the Unified Planning Work Program, and collaborations with local and regional project partners.

1. **Prioritize safe and comfortable bicycle access between neighborhoods and schools, government buildings, retail clusters, and employment centers.** As a transportation agency, A/GFTC is primarily concerned with enabling the mobility of the region’s residents, employees, and visitors. Any opportunity to improve bicycle access between the land uses listed above, whether on- or off-road, will further enable people to access the necessities of daily life without relying solely on vehicles.
2. **Expand connections to the existing trail system.** Without links to the larger regional network, the benefit of an individual trail is limited to the immediate area. The rapid expansion of the Empire State Trail/Champlain Canalway Trail, which also links to the Feeder Canal Trail and the Warren County Bikeway, has created new opportunities to connect nearby

⁴ Schultheiss, Bill, et al. *Bikeway Selection Guide*. February 2019. Federal Highway Administration.

community centers to the regional trail network. In addition, significant progress has been made to expand the Slate Valley Rail Trail in eastern Washington County, and there have been numerous planning studies to connect Moreau Lake State Park to the Betar Byway in northern Saratoga County. Fostering additional connections to this network will expand the benefits to more parts of the region.

3. **Continue to prioritize the maintenance/expansion of bicycle/pedestrian facilities in pavement preservation project selection parameters.** Pavement preservation/maintenance projects usually replace existing facilities in kind. This leaves little or no opportunity to create wider shoulders or road striping that benefits cyclists. However, many roads in the A/GFTC area are already suitable for bicycle use. Given the choice between two equal candidates for preservation funding, one that accommodates bicycles adequately and one that does not, it is logical to give priority to the project that will benefit more than one mode.
4. **Support incremental capital improvements, especially on the Priority Bicycle Network.** All too often, opportunities to make small, but meaningful, improvements can be overshadowed by big-ticket projects and “all-or-nothing” approach to bicycle projects. The long-term goal should be to provide comfortable, interconnected bicycle facilities throughout the region. However, it is also important to take advantage of opportunities to improve conditions in the short term, taking into consideration factors such as logical termini and engineering judgement. In rural areas, consider adding a foot or two of width to a narrow shoulder whenever possible; in suburban and urban areas, if bike lanes are not feasible for an entire roadway corridor, consider installing bike lanes for a few blocks to link important destinations. These small changes can make a significant difference in the comfort level of a cyclist and tip the balance towards a trip taken on the bike versus in the car.

Priority Projects

Although this plan has a regional perspective, multi-jurisdictional projects such as the Empire State Trail initiative are rare, leaving the majority of improvements to occur in an incremental basis within individual communities. This can result in a fragmented approach to implementation. In addition, bicycle improvements are often included in a wide variety of plans administered by different funding agencies, further splintering efforts to collaborate across municipal and regulatory boundaries.

A/GFTC has therefore created a Priority Project inventory. This is composed of the online mapping interface at <https://agftc.org/bicycle-pedestrian/> as well as the project summaries contained in Appendix 1. To create this inventory, A/GFTC reviewed recent planning efforts in and around the region, focusing on efforts that originated from robust public planning processes. In addition, projects were proposed for inclusion by the report subcommittee and the A/GFTC Planning Committee. Any specific improvements that target bicycles were extracted from these sources and summarized for inclusion in this report.

The map and associated Project Summaries provide a region-wide inventory of proposed improvements. Though this information is primarily intended for use by the A/GFTC Planning and Policy Committees, it is also intended to foster inter-municipal coordination and provide

transparency for residents and advocacy groups. In addition, the Project Summaries can act as supporting information for grant applications to agencies outside of the A/GFTC purview.

This Priority Project inventory will be updated on an ongoing basis. Although the intent is not to provide up-to-the-minute project tracking, it is anticipated that the summaries and map will be updated to reflect major status changes to accommodate implementation in the future. In addition, new projects will be added as needed.

Priority Bicycle Network

The Priority Bicycle Network represents the ideal system of on-and off-road trails to support bicycle mobility on a regional basis. The Priority Bicycle Network, which can be accessed at <https://agftc.org/bicycle-pedestrian/>, is based on routes identified in the 2014 A/GFTC Regional Bicycle and Pedestrian Plan, formulated from the input of local communities, regional cycling advocates, and A/GFTC staff priorities.

It is not realistic to assume that every roadway will be the focus of bicycle improvement projects, given competing priorities for other transportation modes. As such, the Priority Bicycle Network identifies which roadways represent the highest priority for designation as bike routes and/or capital improvements.

This network strikes a balance between the need for transportation alternatives within and between community centers and support for a positive cycling experience. By prioritizing these roadways, A/GFTC intends to provide a framework for future improvements that will result in a more expansive and comprehensive network of bicycle and pedestrian facilities in the A/GFTC region.

Transportation vs. Recreation: The Balancing Act

As stated previously, the main focus of this plan is transportation. However, it would be short-sighted to ignore the fact that many of the cyclists on the roads are there for recreation purposes. Cycling is a great form of exercise and the A/GFTC region is filled with scenic roadways that provide high-quality cycling experiences.

As such, this is another factor which must be considered by roadway owners when deciding where to build bicycle facilities. A/GFTC prioritizes meaningful transportation connections between home and work, school, services, and other essential uses. However, local municipalities should also consider the roads which are favored by cyclists for recreation. Although dedicated bicycle facilities may be warranted in some locations, low-volume local roads and streets may not need additional improvements aside from routine pavement maintenance. Municipalities can work with regional advocacy organizations to identify ways to support recreational cyclists, such as adding signage to alert drivers to the increased presence of cyclists. Promotional support can be provided for events such as group rides as well.

To assist our municipal partners in planning for capital improvements, the Priority Bicycle Network online map contains a variety of data that can guide the selection and design of bicycle facilities. This includes the number of travel lanes, shoulder width, posted speed limit, on-street parking, and range of traffic volume. Existing dedicated bicycle features are also noted, as well as bicycle route or on-road trail designation. The Implementation section of this report contains guidance for the selection and design of bicycle features.

IMPLEMENTATION

At the MPO level, implementation of this plan will arise out of adherence to the Guiding Principles and, as appropriate, planning or capital support for Priority Projects or improvements to the Priority Bicycle Network. However, as stated previously, A/GFTC does not have regulatory authority over local policy or capital planning. Therefore, the implementation of this plan will largely rely on local municipalities, counties, and state agencies such as NYSDOT and the Canal Corporation.

The improvements outlined in this plan are extensive and will take a significant and focused effort to accomplish. In addition, implementation will be at the hands of many different agencies. For on-road facilities, the implementation lead is likely to be the roadway owner. For off-road facilities, a wider variety of lead agencies is possible, such as local municipalities or recreation and open space groups. Any projects that involve acquisition of easements or rights-of-way will also involve the landowners as a key stakeholder.

In addition, local not-for-profit organizations and ad-hoc working groups, such as the Feeder Canal Alliance, Adirondack Cycling Advocates, and Champlain Canalway Trail Working Group, may be able to assist with ongoing planning, implementation, maintenance, community education, and/or fundraising efforts. Collaborations between municipalities and community groups is encouraged.

The following sections contain guidance and recommendations for municipalities or community groups seeking to improve bicycle conditions at the local and regional level.

Policy Recommendations

Complete Streets

As stated in the Existing Conditions portion of this plan, several communities within the A/GFTC area have adopted Complete Streets resolutions or legislation. A/GFTC supports this effort and encourages all communities, especially those with extensive roadway and sidewalk infrastructure, to adopt a Complete Street Policy.

However, merely adopting a resolution does not improve conditions for cyclists. It is crucial that Complete Streets policy be applied to land use decisions (such as site plan review and subdivisions) and capital planning.

The Complete Streets Act (Chapter 398, Laws of New York) of August 15, 2011, requires state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding. However, this legislation applies to planning, design, construction, reconstruction, and rehabilitation projects; resurfacing,

maintenance, or pavement recycling projects are exempt from the law. In addition, the law only requires that Complete Street elements be *considered* during project development; the law does not guarantee that design elements will be included in the finished project. Although NYS is currently considering ways to close this loophole, local municipalities can still take the initiative to plan for Complete Streets elements even within resurfacing, maintenance, and pavement recycling projects.

One common barrier to the implementation of Complete Streets policies is embedded in the institutional capital planning procedure. Historically, municipalities did not consider the need for bicycle improvements when selecting which roads to resurface. For very large communities with extensive infrastructure, a formal Complete Streets audit, followed by an implementation plan, is sometimes necessary to adapt capital planning procedures. However, in smaller communities, the process may be as simple as applying a quick checklist, consulting the A/GFTC Priority Bicycle Network map, and making minor changes to the restriping plans. A/GFTC can also assist municipalities to find easy, cost-effective ways to integrate Complete Streets into existing capital planning procedures. As stated previously, small-scale, incremental changes can result in extensive benefits in the long term.

Maintenance/Spot Improvements

There are many opportunities to pursue small-scale improvements that also improve the biking experience in the A/GFTC region. These “spot” improvements address issues that may not require significant funding to complete. Several examples are included below.

Drainage grate pattern

The direction of the grating pattern on storm drains is an often-overlooked detail. Grate openings that run parallel to the travel direction can cause havoc for thin bicycle tires. Ideally, grates should feature a “bike-friendly” pattern. If this is not feasible, the grate should be situated so that the pattern runs perpendicular to the travel direction.

Individual hazards

Potholes, cracks, and sudden changes in grade near utility access points and drainage grates can be difficult for cyclists to maneuver, especially at night. In the short term, pavement markings as specified in Chapter 9C of the MUTCD can help alert cyclists that a potentially hazardous condition exists. These hazards can then be eliminated or minimized as the appropriate roadway or utility project is undertaken in the future.

Pavement overlays

Even if no re-striping or widening is called for in a paving project, there may still be good opportunities to improve conditions for cyclists. Ensuring that the seam of the pavement is properly feathered and does not occur in the middle of the shoulder, will provide a smooth, regular surface for cyclists.

Roadway sweeping

Patches of gravel, especially on corners, can pose a threat to cyclists. With the help of the cycling community, it may be possible to identify areas where significant gravel accumulation is hampering safe cycling. Targeted road sweeping can help to reduce the potential hazards.

Bicycle Racks

Although some communities require provision of bicycle racks during project development approval, it can still be difficult for cyclists to find a safe place to lock their bike. Bike racks should be provided near public buildings such as schools, municipal centers, and post offices, as well as in public parking areas. Commercial businesses and employment centers can also provide bike racks as a service to their customers and employees.

Bikesharing/micromobility

Although the primary focus of this plan is on bicycle infrastructure, another key consideration to increase cycling is the availability of bicycles themselves. Many residents in the A/GFTC area who want or need to own a bicycle already have one; however, simply owning a bicycle doesn't guarantee access (for example, employees and college students who commute by car may not have access to a bicycle at their job or campus). Similarly, tourists who visit the A/GFTC area may have left their bicycles at home.

At the most basic level, bike share is a service that provides bicycles for short-term use. Although the idea has existed since the 1960's, mainstream deployment began in earnest in the mid-90's and has gained significant traction in the last decade, helped in part by recent advances in technology. Today, bike share is considered part of a larger platform of "micro-mobility" services, which include other modes such as e-bikes and e-scooters. Although micro-mobility programs were once relegated to large cities, smaller communities have also begun to adopt these services.

Micro-mobility services can fill a variety of needs, depending on the target user group. This is an especially important consideration for smaller communities seeking to maximize the potential user base. For example, the system can be geared toward a student population, employees/daytime commuters without access to bicycles, tourists, or any combination of the above.

E-bikes & E-scooters

Micromobility services are no longer limited to traditional bicycles. Some service models also include:

- E-Scooters, or electric scooters, have handlebars, a floorboard or a seat, and an electric motor that can be powered by the electric motor and/or human power.
- E-bikes, also known as electric or pedal-assist bikes, have an electric motor and operable pedals. The motor on a Class I e-bike provides assistance only when the person operating the bike is pedaling, while a Class II e-bike has a motor that may be used exclusively to propel the bicycle. (A third class of e-bike is only allowed in cities over one million people and is therefore not applicable to the A/GFTC Region.)

Before third-party vendors stepped in to fill demand for micro-mobility systems, the financial and liability risk to establish a locally administered service was primarily on the program sponsor. In the last five years, vendor-based micro-mobility services exploded in popularity around the country, including into smaller cities in upstate New York. However, the drawback to vendor-based approaches is the volatility of the marketplace. In the last few years, many independent bikeshare vendors were acquired by large rideshare companies, notably Uber and Lyft. After an initial expansion, these companies have drastically reduced or eliminated their micro-mobility services. It should be noted that, given rapid shifts in technology, the availability of different transportation modes, and current trends towards work-at-home and reduced tourist activity due to Covid-19, the short-term feasibility of micro-mobility platforms may be difficult to predict.

From a long-term planning perspective, the pursuit of micro-mobility platforms may once again become a priority. When considering the viability of micro-mobility services, the following factors should be taken into account:

Target demographic

Before the feasibility of a bikeshare program can be estimated, the primary targeted users of the service should be identified. In the broadest of terms, this group is made up of people without immediate access to a bicycle, and who have the ability and desire to ride a bike instead of, or in supplement to, other modes of transportation. In practice, this includes:

- College students. A common denominator among successful bike share programs is the presence of a high number of college students, especially those who live on-campus or in the community and lack access to a vehicle or bike.
- Tourists. Although some visitors to the area bring bicycles, for those that do not, access to bikeshare may be a desirable amenity.
- Commuters. Although most employees in the region drive their personal vehicles to work, some may choose to utilize bikeshare for quick trips at lunch or after work, either for recreation/exercise or to avoid the inconvenience of having to find parking.

Service type

The earliest formal bike share programs were dock-based systems, wherein the bicycles were loaned out from, and returned to, designated stations. This type of system is still used today, especially in large urban areas. The benefit of a docked system is that users can enjoy a high degree of confidence that a bike will be available at a specific location, especially given contemporary technological tie-ins with mobile apps. However, if the stations are too far apart, the usefulness declines, as people will be less willing to walk a significant distance to get to a bicycle. CDPHP Cycle! in Albany, Schenectady, Troy, and Saratoga Springs is an example of this type of system. Conversely, dockless systems rapidly gained traction across the country in 2017-18, aided by the ability to track the locations of bikes using GPS. These programs are almost always administered by third-party vendors that developed the technology and apps to make the service possible. Most dockless system requires users to download an app, both to pay for the rides and to find bicycles via GPS. Dockless systems can result in reduced travel to and from a station, which is beneficial for spontaneous bicycle trips or for one-way trips. To operate efficiently, a large number of bikes must be deployed, to ensure relatively even distribution through the community.

Equipment type

E-bikes have significant potential to increase the accessibility of cycling overall by reducing physical barriers to the activity. For example, e-bikes can make it easier to climb hills and maintain consistent speeds. This can make riding a bicycle easier for people who might otherwise face physical challenges with traditional bicycles.

E-bike rideshare systems are not without potential drawbacks. For example, the increased speed of e-bikes may create safety conflicts. E-bikes are legally limited to speeds below 20 or 25 miles per hour in New York State (depending on the type of equipment). This is comparable to the maximum speed of a traditional bicycle. However, studies have shown⁵ that the *average* speed of e-bikes can be up to 5 mph greater than regular bicycles. This could increase the potential for safety issues, especially in locations shared by pedestrians such as multi-use paths.

Also, e-bikes tend to be more expensive, which may make shared services less affordable to low-income residents. Shared Mobility Inc., a not-for-profit based out of Buffalo, New York, is currently piloting an e-bike “library” system in communities across the state. This public-private partnership may make access to e-bikes more equitable.

Municipalities seeking to establish bikeshare systems should take a proactive approach to e-bikes and e-scooters. As noted in the sidebar, shared-systems which include e-bikes are prohibited by default; municipal authorization, whether via resolution or local law, is required to establish e-bike shared systems. Cost, equity, and potential safety implications of e-bikes in certain locations should be taken into account when planning a rideshare system.

E-BIKES AND THE LAW

On April 3, 2020, a new law governing e-bikes was passed in New York State. In addition to defining classes of e-bike equipment, this law regulates where, when, and how e-bikes may be lawfully ridden. These regulations give broad authority to local municipalities to tailor the rules to the needs of the community. Specifically, the law includes the following provisions:

- “Shared systems”, which would include on-demand rideshare services of e-bikes, are prohibited by default. Authorization by the municipality is required before e-bike shared systems may be established.
- By default, privately owned e-bikes are “street legal”, but not allowed on sidewalks. Local municipalities may choose to enact stricter regulations. This could include outright bans, limiting the use of e-bikes to specific roadways, and/or prohibiting e-bikes from pedestrian-only spaces or along certain trails.

For more information, as well as sample templates for local municipalities, see:

<http://www.access-to-law.com/nyguide/NYGuide.pdf>

⁵ <https://trec.pdx.edu/blog/are-e-bikes-faster-conventional-bicycles>

Geographic scope

It is unlikely that any single municipality within the A/GFTC region could sustain a bikeshare or other micro-mobility platform on its own. However, expanding the service to nearby communities, especially taking into consideration tourist destinations, could increase the feasibility of the system.

Local Funding

The volatility of vendor-based platforms makes the question of local funding difficult to predict. At one time, local funding was not necessarily a requirement to attract a micro-mobility platform to a community. However, it is likely that a certain level of public investment will be required in the future as new micro-mobility partnerships are brokered.

Marketing/outreach

The most successful bike share services are backed up by a strong public outreach effort. This may include media/social media campaigns to introduce the system, as well as ongoing promotion efforts. Community partners may play a key role in public outreach campaigns.

Guidance and Resources for Capital Improvements

One of the objectives of this plan is to provide guidance to local communities and advocates relating to the siting and design of bicycle facilities. The online map of the Priority Bicycle Network was created to facilitate these decisions. The map contains data about the factors that influence the selection and design of bicycle facilities, including:

- **Number of Lanes.** For streets with more than two lanes, there may be opportunities to create a “road diet”. This approach, which was used on the recent reconstruction of Hudson Avenue in Glens Falls, reduces the number of lanes from four to three (two directional lanes and a center turn lane), thereby freeing up space to dedicate for bike lanes.
- **Existing Shoulder Width.** This data was derived from digital mapping and is therefore approximate; field verification should be conducted prior to design. In general, a 4’ minimum shoulder width is recommended for shoulders that are intended to support bicycle traffic; this width increases as the posted speed and traffic volume of the roadway increases.
- **Posted Speed Limit.** This data was derived from digital mapping and is therefore approximate; field verification should be conducted prior to design. Vehicle speed is a crucial factor when considering where and how to design bicycle facilities. In general, the higher the speed, the more separation should be provided between cyclists and vehicles.
- **Range of Traffic Volume.** This data provides a range of expected Annual Average Daily Traffic (AADT). As AADT data is collected on an ongoing basis, the exact number of cars per day is not provided; refer to the [NYSDOT Traffic Data Viewer](#) or contact A/GFTC for the most recent available traffic counts. Many of the resources listed in Table 2 recommend design features and facility types based partially on traffic volume. For the purposes of the Priority Bicycle Network, the AADT ranges are Low (less than 2000 AADT), Medium (2000-6500 AADT) and High (over 6500 AADT).

- **On-Street Parking.** In urban areas and village/hamlet settings, on-street parking is often available. This is a factor in the selection and design of on-street bicycle facilities, as there is a potential for conflict between cyclists and car doors opening suddenly, or parked cars pulling into and out of traffic.

This data is helpful to narrow down the range of potential options for dedicated bicycle facilities. Not every roadway will require a dedicated bicycle facility. Low-speed roads with low traffic volumes may operate adequately as bicycle facilities without any physical alterations. Similarly, for high-speed, high-volume roadways, it may be preferable to move bicycle traffic off the road entirely by building a multi-use path. Many, if not most, decisions regarding the selection and design of bicycle facilities will require a tradeoff as various factors are weighed against each other.

Since the last Regional Bicycle Plan was updated, new materials have been developed to help communities select, design, and build better bicycle facilities. As these resources are updated on an ongoing basis, they have been incorporated by reference into this plan to prevent the recommendation of outdated guidance. Table 2 outlines selected resources for bicycle project planning, bicycle facility selection, and/or bicycle facility design. Additional resources can be found at the A/GFTC website: <https://agftc.org/bicycle-pedestrian/>.

Funding Sources for Design and Construction

The following programs and agencies offer funding for design and/or construction of bicycle facilities. In addition, project sponsors are encouraged to incorporate bicycle facilities into roadway projects funded by the Federal Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), or the NYS Consolidated Local Street and Highway Improvement Program (CHIPS).

[Transportation Alternatives Program](#) (NYSDOT): Provision of Facilities for Bicycles and Pedestrians (on- or off-road)

[Make the Connection Program](#) (A/GFTC): Small-scale projects that improve the region's bicycle and pedestrian travel network

[Recreational Trails Program](#) (NYS OPRHP): Acquisition, development, rehabilitation and maintenance of multi-use trails

[Local Waterfront Revitalization Program](#) (NYSDOS): Implementation of projects listed in a locally adopted Waterfront Revitalization Plan; communities without this type of plan are not eligible to apply

[Adirondack Smart Growth Grants](#) (NYSDEC): For communities within the Adirondack Park. Projects may include providing bike-friendly routes and amenities and developing multi-use trails

[Climate Smart Communities Program](#) (NYSDEC): Funds climate change adaptation and mitigation projects. In the past this program has provided funding for trails and biking facilities. See current CFA solicitation for more information.

Table 2: Bicycle Planning & Design Resources		
Title Source and Date	Summary	Context
<u>Bikeway Selection Guide</u> FHWA, 2019	This document is a resource to help transportation practitioners make informed decisions about trade-offs relating to the selection of bikeway types. This report links the bikeway selection process and the transportation planning process. This practical, process-oriented guide draws on research where available and emphasizes engineering judgment, design flexibility, documentation, and experimentation.	<ul style="list-style-type: none"> • Urban • Suburban • Rural
<u>Empire State Trail Design Guide</u> Hudson Valley Greenway, 2017	This guide is intended for state agencies, local governments, engineering design firms, and trail organizations charged with designing, building, and operating segments of the Empire State Trail. The Design Guide is a compilation of the latest guidelines and approaches for creating shared-used trails, and as such serves as a valuable reference for design professionals working on the development of trail projects anywhere in New York.	<ul style="list-style-type: none"> • Urban • Suburban • Rural
<u>Small Town and Rural Multimodal Networks</u> FHWA, 2016	This resource is intended to help small towns and rural communities support safe, accessible, comfortable, and active travel for people of all ages and abilities. It provides a bridge between existing guidance on bicycle and pedestrian design and rural practice, encourage innovation in the development of safe and appealing networks for bicycling and walking in small towns and rural areas, and show examples of peer communities and project implementation that is appropriate for rural communities.	<ul style="list-style-type: none"> • Suburban • Rural
<u>Separated Bike Lane Planning and Design Guide</u> FHWA, 2016	This resource outlines planning considerations, case studies, and best practices for separated bike lanes. It highlights different options for providing separation, while also documenting midblock design considerations for driveways, transit stops, accessible parking, and loading zones. It provides detailed intersection design information covering topics such as turning movement operations, signalization, signage, and on-road markings.	<ul style="list-style-type: none"> • Urban • Suburban • Rural
<u>Incorporating On-Road Bicycle Networks into Resurfacing Projects</u> FHWA, 2015	This workbook provides recommendations for integrating bicycle facilities into a roadway resurfacing program. The workbook also provides methods for fitting bicycle facilities onto existing roadways, cost considerations, and case studies. The workbook does not present detailed design guidance, but highlights existing guidance, justifications, and best practices for providing bikeways during resurfacing projects.	<ul style="list-style-type: none"> • Urban • Suburban • Rural
<u>Highway Design Manual Ch. 17 - Bicycle Facility Design</u> NYSDOT (rev. 2015)	This chapter of the Highway Design Manual provides design guidance for bicyclist facilities built using State or Federal funding sources. Minimum design standards and guidelines are included or referenced to assist in the selection and design of facilities.	<ul style="list-style-type: none"> • Urban • Suburban • Rural
<u>Urban Bikeway Design Guide, Second Edition</u> NACTO, 2014	This resource provides cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. Most of these treatments are not directly referenced in the current version of the AASHTO Guide to Bikeway Facilities, although they are virtually all permitted under the Manual on Uniform Traffic Control Devices (MUTCD).	<ul style="list-style-type: none"> • Urban
<u>Guide for the Development of Bicycle Facilities, 4th Edition</u> AASHTO, 2012	This guide provides information on how to accommodate bicycle travel and operations in most riding environments. Flexibility is permitted to encourage designs that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists. <i>Note: an updated version of this document is expected to be released in 2020-2021.</i>	<ul style="list-style-type: none"> • Urban • Suburban • Rural

Appendix 1: Priority Project Inventory

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Priority Project Index

Plan/Project Title	Priority Project	App. Page #
Big Boom Trail Concept Plan	Betar Byway to Nolan Rd	1
Big Boom Trail Concept Plan	Old Bend to Moreau Lake	2
Capital District Trails Plan	Bluebird Road Bike Path	3
Capital District Trails Plan	Wilton - Moreau Trail	4
Champlain Canalway Trail	Comstock to Whitehall Off-Road Trail	5
Champlain Canalway Trail	Old Fort Edward Junction Locks	6
Dix/Sagamore Intersection Improvements	Dix/Sagamore/Bikeway Intersection	7
Glens Falls Pedestrian & Bicycle Downtown Connectivity Study	Feeder Canal - Downtown Connections	8
Glens Falls Recreation Connections	Sanford St to Grant St Extension	9
Glens Falls/Feeder Canal Trail Connections	Haskell & Shermantown Rd connections	10
Glens Falls/Feeder Canal Trail Connections	Staple & Bush Street connections	11
Halfway Brook - Feeder Canal Connector	Feeder Canal Connector	12
Halfway Brook - Hudson Pointe Trail Connector	Halfway to Hudson Pointe East Side Loop	13
Halfway Brook - Hudson Pointe Trail Connector	Halfway to Hudson Pointe Utility Corridor	14
Halfway Brook - Hudson Pointe Trail Connector	Peggy Ann Sidepath	15
Halfway Brook Trail Connections	Coles Woods Connector	16
Lake George - Warrensburg Bikeway Extension	Lake George Village Connector	17
Lake George - Warrensburg Bikeway Extension	Route 9 Connector	18
Lake George - Warrensburg Bikeway Extension	Warrensburg Connector	19
Lake George West Side Trails Master Plan	Route 9N - Lake George to Bolton	20
Lake George West Side Trails Master Plan	Route 9N - Sabbath Day Point to Ticonderoga	21
Pathway Corridor Project	Bikeway - County Municipal Center Connection	22
Pathway Corridor Project	Gurney Lane Connector	23
Queensbury Bikeway/Recreation Connections	Hovey Park - Glenwood Connections	24
River Street Streetscape Revitalization Study	River Street Rural Section	25
Slate Valley Rail Trail	Granville to Vermont	26
Slate Valley Rail Trail	Salem to Vermont	27
Southern Palmerton Conservation & Recreation Strategy	Moreau State Park - Hudson River Trail	28
Village of Whitehall Comprehensive Plan	Whitehall Downtown - Waterfront Connections	29
Warren County Bikeway Improvements	Country Club & Round Pond Rd	30
Queensbury South BOA Pre-Nomination Study	Feeder Canal Trailhead	31
Queensbury South BOA Pre-Nomination Study	Complete Street/Intersection Improvements	32



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Big Boom Trail Concept Plan

Location: Betar Byway to Nolan Road

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: \$580,000 - \$610,000

Plan Sponsor: Town of Moreau

Jurisdiction: Varies

Other Partner(s):

Date of Plan: Spring 2015

Link to Plan: <https://www.townofmoreau.org/pdf/1%20Big%20Boom%20Trail%20Concept%20Plan.pdf>

Project Description:

The Big Boom Trail Concept Plan presents a variety of options for trails within the corridor connecting Cooper's Cave in South Glens Falls, the Old Dike Road right-of-way bordering the Hudson in the Town of Moreau, and Moreau Lake State Park.

Of the three alternatives to connect the Betar Byway with Nolan Road, the two on-road alternatives are likely more feasible according to the criteria applied in the plan.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

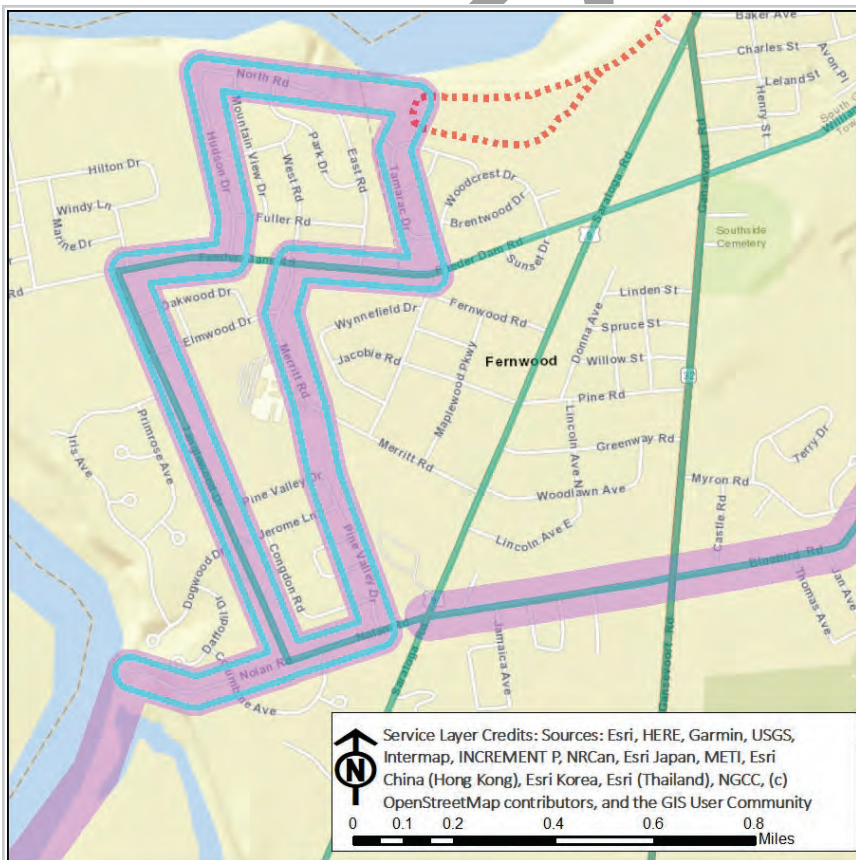
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Big Boom Trail Concept Plan

Location: Old Bend to Moreau Lake State Park

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: ~\$1m

Plan Sponsor: Town of Moreau

Jurisdiction: Varies

Other Partner(s): NYSOPHRP, NYSDEC

Date of Plan: Spring 2015

Link to Plan: <https://www.townofmoreau.org/pdf/1%20Big%20Boom%20Trail%20Concept%20Plan.pdf>

Project Description:

The Big Boom Trail Concept Plan presents a variety of options for trails within the corridor connecting Cooper's Cave in South Glens Falls, the Old Dike Road right-of-way bordering the Hudson in the Town of Moreau, and Moreau Lake State Park.

Three alternatives were assessed to connect Nolan Road to Moreau Lake State Park, via on-and off-road trails. The highest-ranking alternative has been included for illustrative purposes, however, the final alignment has not been selected; further assessment is required.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

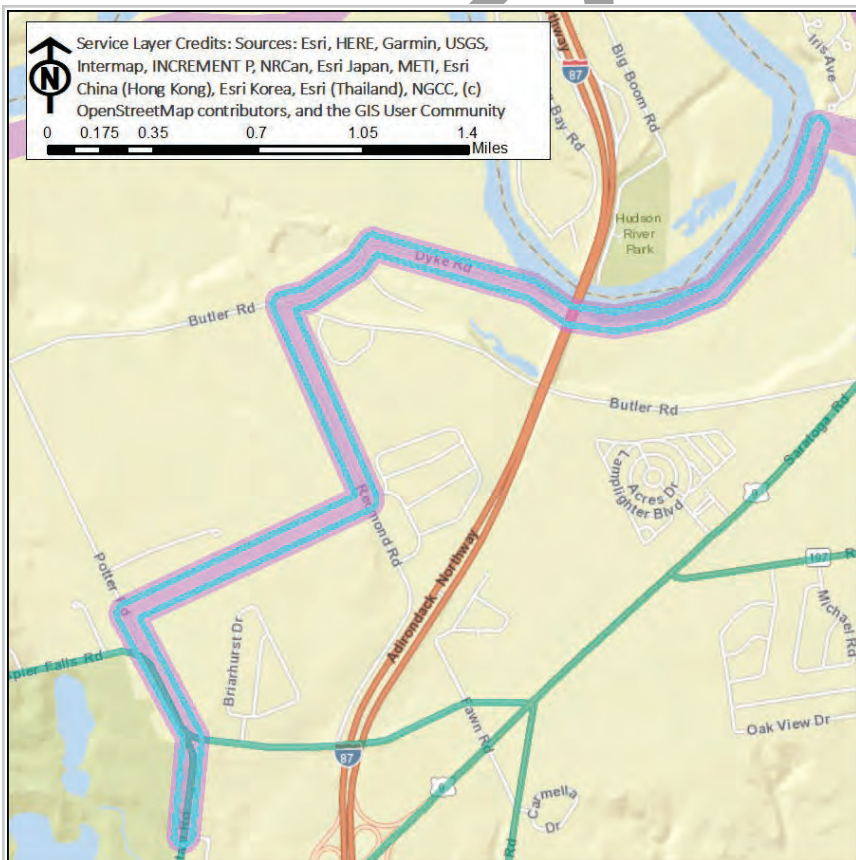
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☒ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Capital District Trails Plan

Location: Bluebird Road

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Capital District Transportation Committee

Jurisdiction: Varies

Other Partner(s): Town of Moreau, Saratoga County

Date of Plan: January 2019

Link to Plan: https://www.cdtcmpo.org/images/bike_ped/TrailsPlan/CDTC_TrailsPlan_F3_reduced.pdf

Project Description:

The Capital District Trails Plan contains a vision, goals, and recommendations for on- and off-road bicycle trails throughout Saratoga, Rensselaer, Schenectady, and Albany counties. Although the Town of Moreau is not included in the CDTC MPO Planning Area, a number of projects in the municipality were identified and have subsequently been included in the plan. As these concepts came from a robust public input process and link to other bicycle priorities in the A/GFTC area, they have been included in this plan as well.

The Bluebird Road Bike Path would connect across the Town of Moreau from the proposed Wilton-Moreau Trail across the Hudson River to the Village of Hudson Falls.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

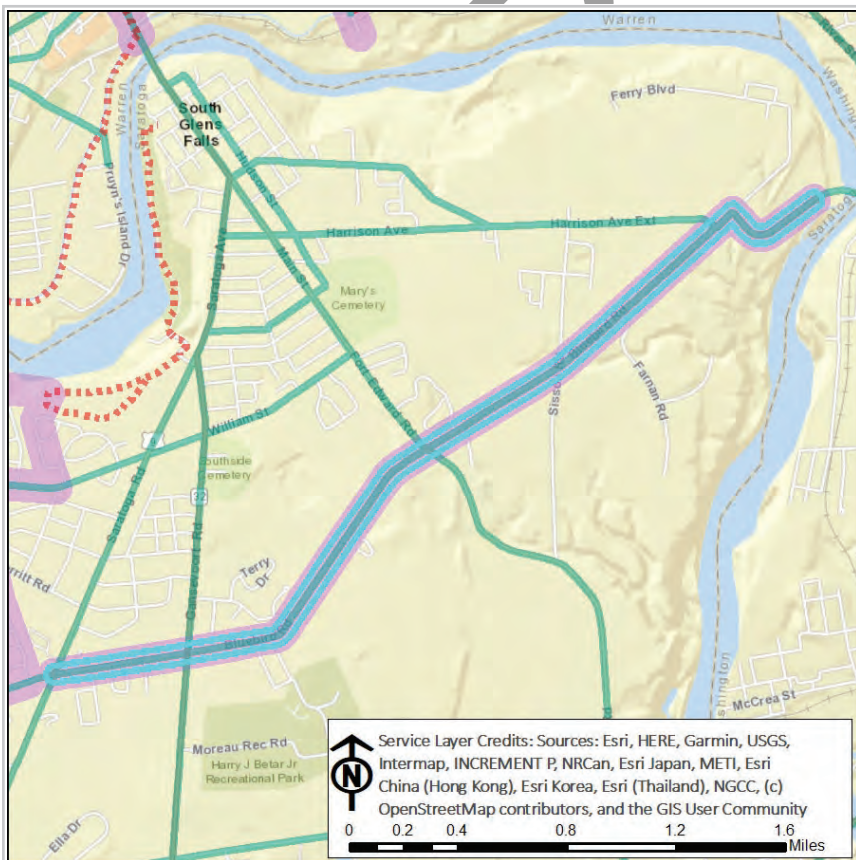
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Capital District Trails Plan

Location: Wilton-Moreau Connector

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Capital District Transportation Committee

Jurisdiction: Varies

Other Partner(s): Town of Moreau, Saratoga County

Date of Plan: January 2019

Link to Plan: https://www.cdtcmpo.org/images/bike_ped/TrailsPlan/CDTC_TrailsPlan_F3_reduced.pdf

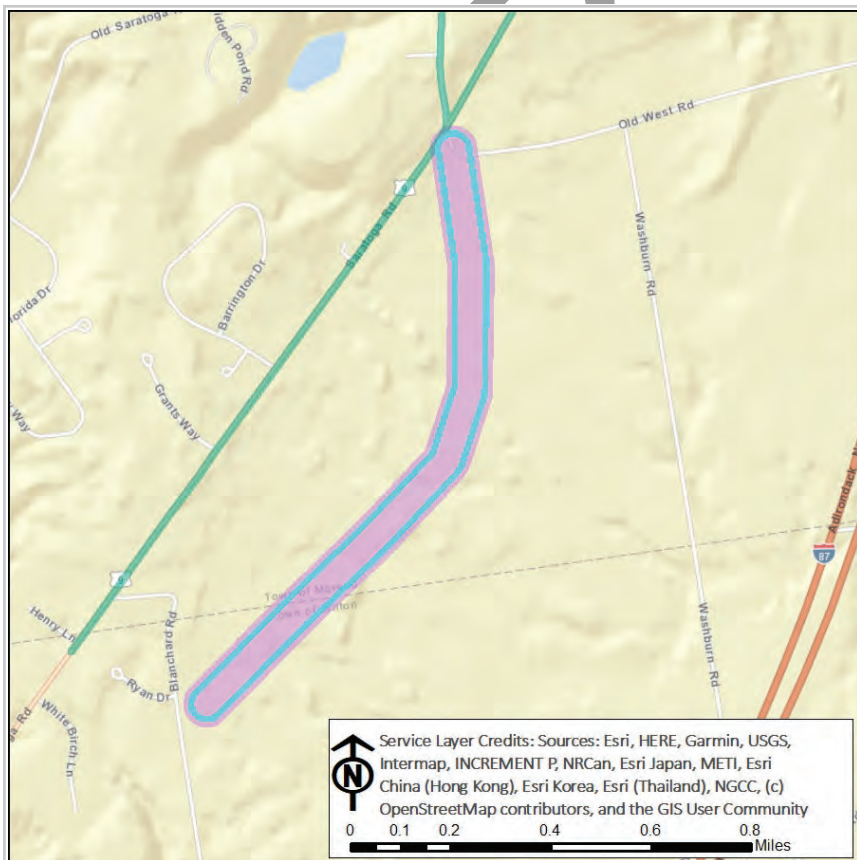
Project Description:

The Capital District Trails Plan contains a vision, goals, and recommendations for on- and off-road bicycle trails throughout Saratoga, Rensselaer, Schenectady, and Albany counties. Although the Town of Moreau is not included in the CDTC MPO Planning Area, a number of projects in the municipality were identified and have subsequently been included in the plan. As these concepts came from a robust public input process and link to other bicycle priorities in the A/GFTC area, they have been included in this plan as well.

The Wilton-Moreau Trail is envisioned to connect the City of Saratoga Springs to the Village of South Glens Falls, largely running parallel to Route 9. Commencing at the intersection of the Maple Ave Route 9 Bike Route and the northern planned route of the Saratoga Greenbelt Trail, this trail would conceptually follow the Niagara Mohawk utility Right-of-way corridor which runs along the east side of Route 9. Entering the Town of Moreau, the trail is envisioned to branch off from the utility corridor along local roadways to access Moreau Lake State Park, continuing on Mountain Road, Spier Falls Road and eventually along Saratoga Road as it approaches the Village of South Glens Falls.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
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Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Champlain Canalway Trail Action Plan/Empire State Trail

Location: Comstock to Whitehall

Municipality: Town of Fort Ann, Town & Village of Whitehall

Project Phase: Concept Plan

Cost Estimate: N/A

Plan Sponsor: Champlain Canalway Trail Working Group

Jurisdiction: Varies

Other Partner(s): NYS Canal Corp, NYSDOT, Hudson River Greenway

Date of Plan: May 2019

Link to Plan: https://hudsongreenway.ny.gov/system/files/documents/2020/07/cct.2019.action.plan_7.8.19.pdf

Project Description:

Currently, the Empire State Trail connection between Comstock and Whitehall is located on buffered shoulders along NYS Route 4/22, a high-speed, high-volume rural arterial which also receives a significant volume of truck traffic.

The Champlain Canalway Trail Working Group has proposed an off-road trail utilizing the alignment of the Old Champlain Canal, connecting Old Route 4 to the Ryder Road, continuing into the Village of Whitehall via Riverside Drive, to Champlain Canal Lock 12.

Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant. Construction budget and funding is yet to be determined. It is anticipated that should this trail segment be constructed, the Empire State Trail would also be re-aligned to utilize the off-road connection.

Right-of-Way Needed? ☒ Yes ☐ No ☐ TBD

Approx. # of Parcels: TBD **Approx. Acres:** _____

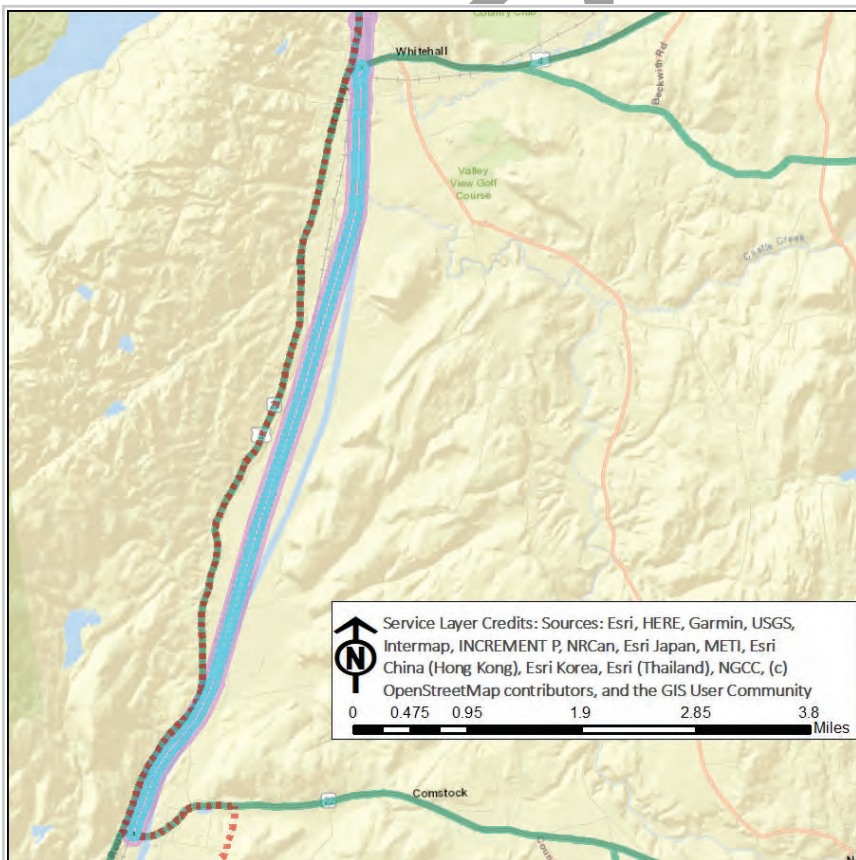
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☒ Yes ☐ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☒ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Champlain Canalway Trail Action Plan/Empire State Trail

Location: Old Fort Edward Junction Locks, NYS Route 197

Municipality: Village of Fort Edward

Project Phase: Concept Plan

Cost Estimate: N/A

Plan Sponsor: Champlain Canalway Trail Working Group

Jurisdiction: Village of Fort Edward

Other Partner(s): Hudson River Greenway

Date of Plan: May 2019

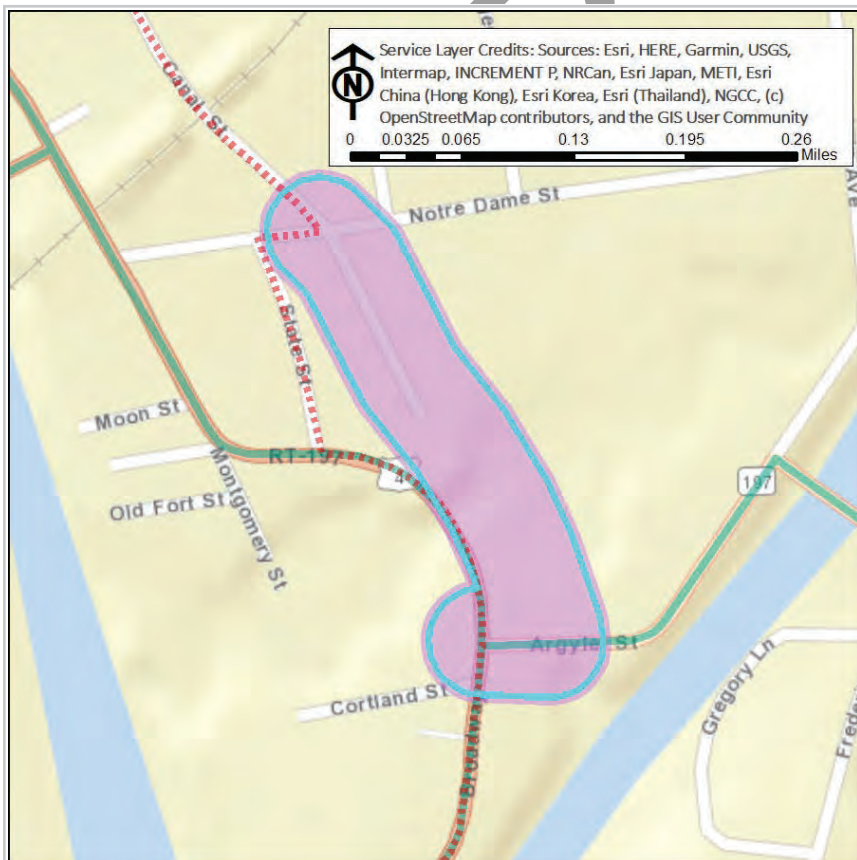
Link to Plan: https://hudsongreenway.ny.gov/system/files/documents/2020/07/cct.2019.action.plan_7.8.19.pdf

Project Description:

The Champlain Canalway Trail Action Plan calls for the trail alignment within the Village of Fort Edward to route through the Old Fort Edward Junction Locks, located on NYS Route 197/Argyle Street. This site marks where the Feeder Canal made its critical connection to the Champlain Canal. This area is very important to the CCT because it contains many intact features of the old canal route for which an entire interpretive story can be conveyed through the Five Combines Park area. A design and engineering study will be required for improvements of the Junction Lock area. This route would permit the trail to directly connect to Canal Street thereby eliminating the use of State Street and Notre Dame Street.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Dix/Sagamore Intersection Evaluation

Location: Dix Ave. & Sagamore St.

Municipality: City of Glens Falls

Project Phase: Concept Plan

Cost Estimate: N/A

Plan Sponsor: AGFTC, City of Glens Falls

Jurisdiction: City of Glens Falls, Warren County

Other Partner(s): Warren County

Date of Plan: November 2012

Link to Plan: <https://agftc.org/wp-content/uploads/2020/11/Dix-Sagamore-Intersection-Evaluation-final.pdf>

Project Description:

This study assessed and developed potential geometric and operational improvements to the intersection, aided by intersection operation analyses and a traffic signal warrant analysis.

A number of improvements were recommended, including narrowing the approach widths on Dix Ave, reconfiguring the alignment of the Warren County Bikeway to facilitate a shorter, perpendicular crossing, and upgrades to pavement markings and signage.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

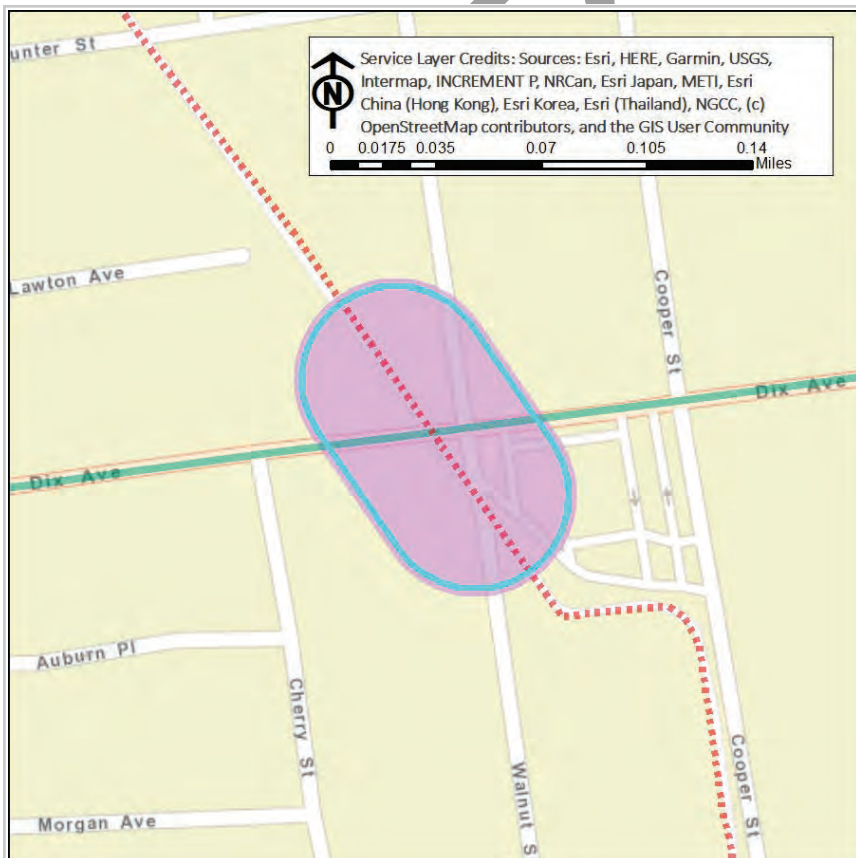
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☒ No ☐ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☒ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☒ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Glens Falls Pedestrian and Bicycle Connectivity Study

Location: Glen Street, Warren St.

Municipality: City of Glens Falls

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: City of Glens Falls

Jurisdiction: City of Glens Falls

Other Partner(s): Feeder Canal Alliance

Date of Plan: June 2013

Link to Plan: http://gfdri.org/wp-content/uploads/2016/05/SKM_C30816052720330.pdf

Project Description:

The City of Glens Falls prepared the Pedestrian and Bicycle Connectivity Study to develop a balanced, multimodal transportation system that will improve the efficiency and safety of walking and biking within and around the City of Glens Falls for people of varying abilities.

The plan recommends a number of ways to improve the connection between downtown Glens Falls and the Feeder Canal Trail, including improving the Glen St. trailhead, improving the crossings of Mohican and Glen Streets, and re-routing the trail into the Glens Falls business district.

Creating a stronger connection and safer crossing opportunities are also supported by the Glens Falls Sustainability Committee.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ Approx. Acres: _____

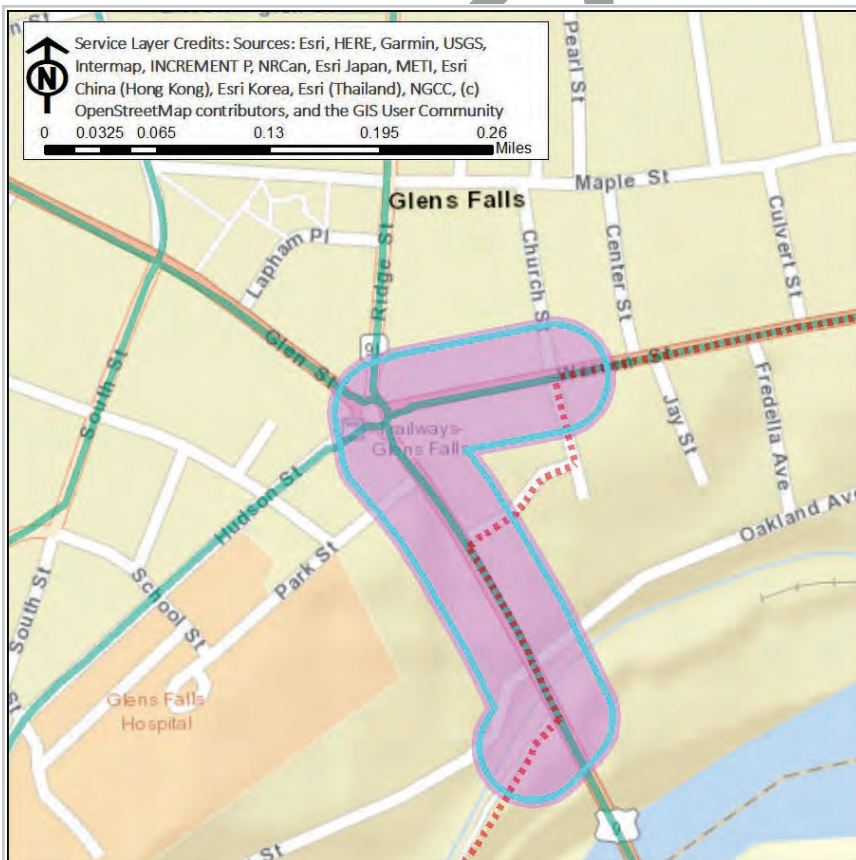
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☒ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☒ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Glens Falls Recreation Connections

Location: Sanford Street & Grant Avenue

Municipality: City of Glens Falls

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Glens Falls Sustainability Committee

Jurisdiction: City of Glens Falls

Other Partner(s):

Date of Plan: N/A

Link to Plan: N/A

Project Description:

The Glens Falls Sustainability Committee has identified a priority to provide dedicated bicycle facilities to connect the Glens Falls Tennis & Swim Club on Sanford Street to the Morse Athletic Complex at the end of Grant Avenue Extension.

Right-of-Way Needed? ☐ Yes ☒ No ☐ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

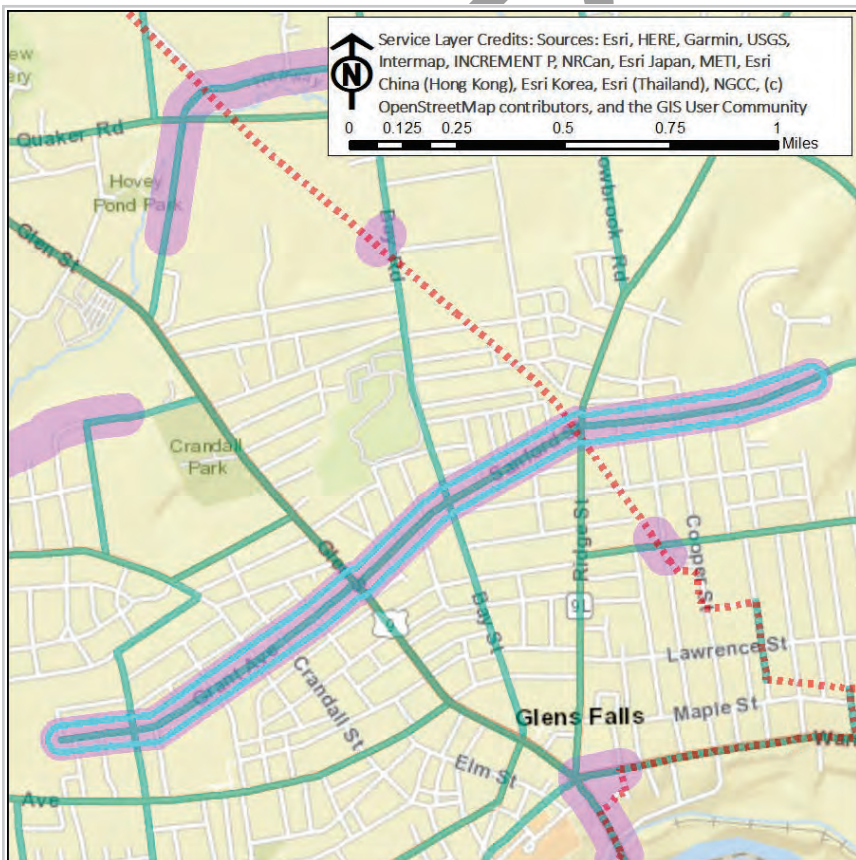
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Glens Falls Feeder Canal Access Improvements

Location: Haskell St & Shermantown Rd

Municipality: City of Glens Falls

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: A/GFTC, City of Glens Falls

Jurisdiction: City of Glens Falls

Other Partner(s): Feeder Canal Alliance

Date of Plan: N/A

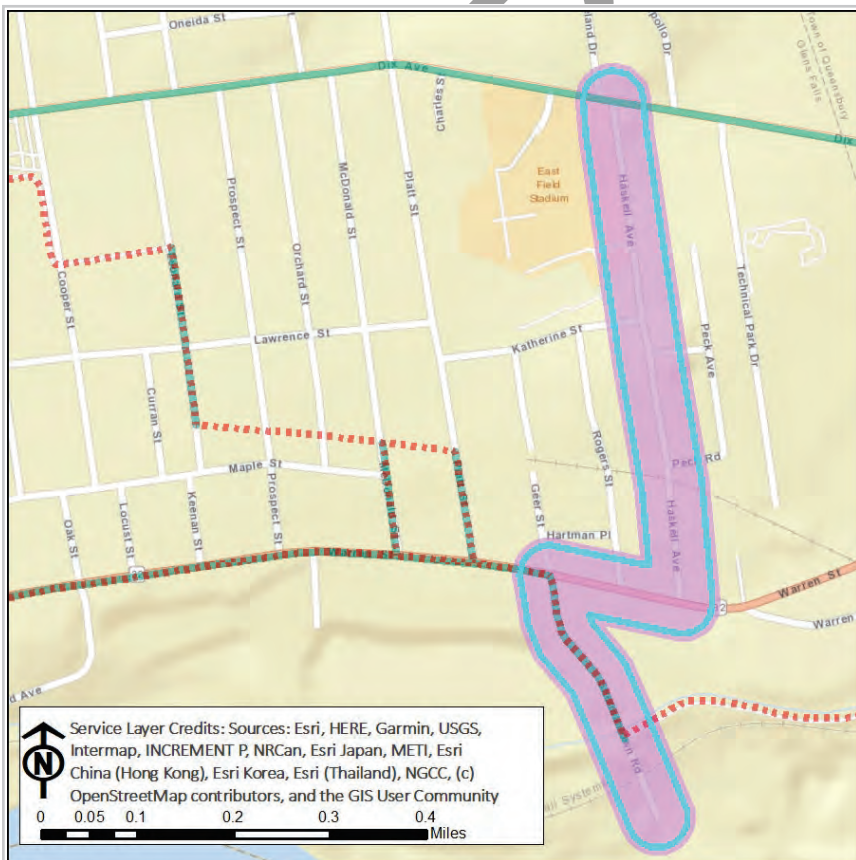
Link to Plan: N/A

Project Description:

The City of Glens Falls has requested A/GFTC assistance in a future planning study to strengthen connections between the Feeder Canal Trail and the surrounding community. This includes connecting East Field to the Feeder Canal Trail access on Shermantown Road. Haskell Street is typical of local neighborhood streets in Glens Falls and features sidewalks on both sides of the street as well as on-street parking; however, improvements are needed to bring the pedestrian features into ADA compliance. In addition, there may be opportunities to demarcate bicycle facilities. South of Warren Street, Shermantown Road is narrow and lacks bicycle or pedestrian features. The high volume of truck traffic on this roadway is a safety concern for vulnerable users such as pedestrians and cyclists. The need to improve Shermantown Road for bicycle/pedestrian use has also been supported in the Glens Falls Pedestrian and Bicycle Connectivity Study.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
Located on Fed. Aid Network?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Big Boom Trail Concept Plan

Location: Betar Byway to Nolan Road

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: \$580,000 - \$610,000

Plan Sponsor: Town of Moreau

Jurisdiction: Varies

Other Partner(s):

Date of Plan: Spring 2015

Link to Plan: <https://www.townofmoreau.org/pdf/1%20Big%20Boom%20Trail%20Concept%20Plan.pdf>

Project Description:

The Big Boom Trail Concept Plan presents a variety of options for trails within the corridor connecting Cooper's Cave in South Glens Falls, the Old Dike Road right-of-way bordering the Hudson in the Town of Moreau, and Moreau Lake State Park.

Of the three alternatives to connect the Betar Byway with Nolan Road, the two on-road alternatives are likely more feasible according to the criteria applied in the plan.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

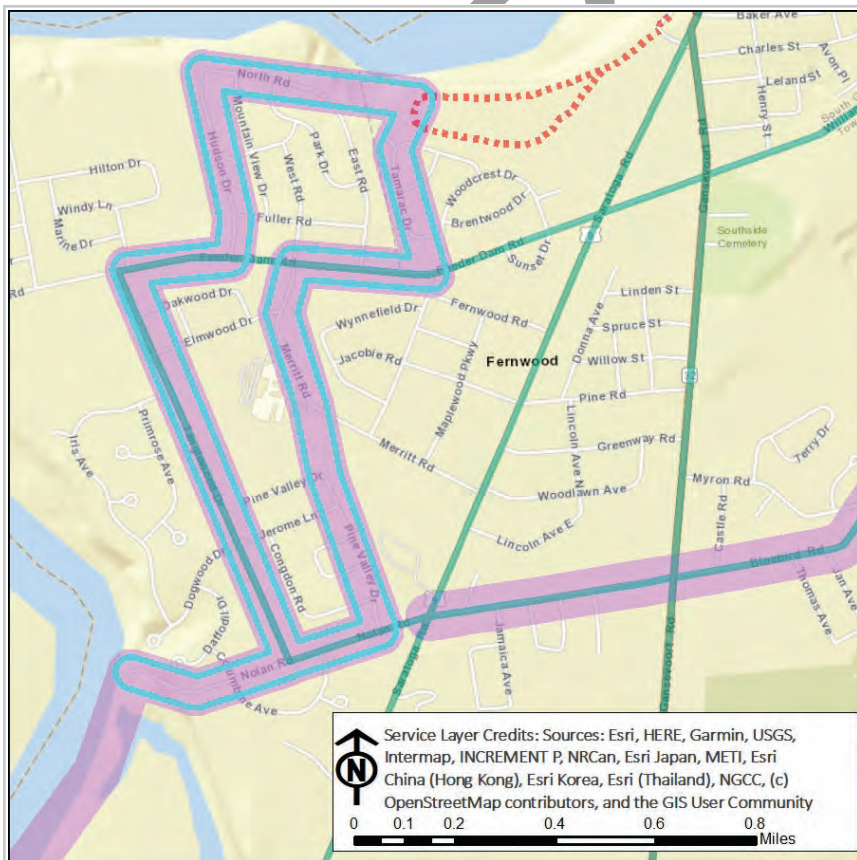
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Big Boom Trail Concept Plan

Location: Old Bend to Moreau Lake State Park

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: ~\$1m

Plan Sponsor: Town of Moreau

Jurisdiction: Varies

Other Partner(s): NYSOPHRP, NYSDEC

Date of Plan: Spring 2015

Link to Plan: <https://www.townofmoreau.org/pdf/1%20Big%20Boom%20Trail%20Concept%20Plan.pdf>

Project Description:

The Big Boom Trail Concept Plan presents a variety of options for trails within the corridor connecting Cooper's Cave in South Glens Falls, the Old Dike Road right-of-way bordering the Hudson in the Town of Moreau, and Moreau Lake State Park.

Three alternatives were assessed to connect Nolan Road to Moreau Lake State Park, via on-and off-road trails. The highest-ranking alternative has been included for illustrative purposes, however, the final alignment has not been selected; further assessment is required.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

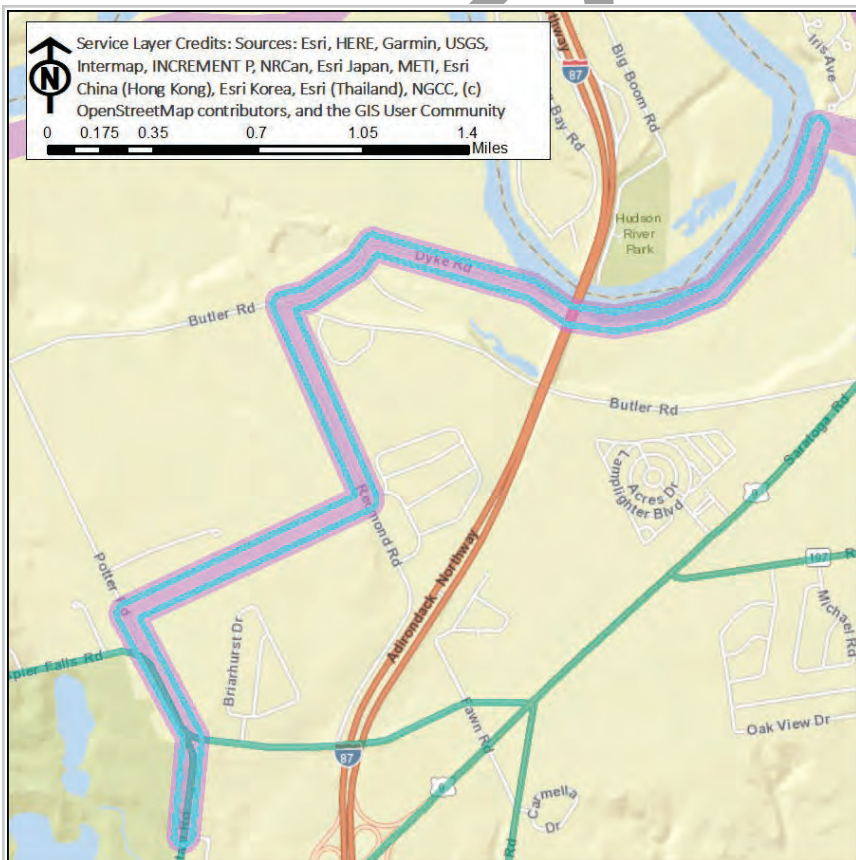
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☒ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Queensbury/Bikeway Recreation Connections

Location: Glenwood Ave

Municipality: Town of Queensbury

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: AGFTC, Town of Queensbury

Jurisdiction: Varies

Other Partner(s): Warren County

Date of Plan: N/A

Link to Plan: N/A

Project Description:

A/GFTC has previously identified this project on the Unified Planning Work Program, although the study has not been commenced in order to accommodate competing priorities. This geographic area has a fairly high volume of cyclist and pedestrian activity, much of it generated by Hovey Pond Park, the Warren County Bikeway, Crandall Park, SUNY Adirondack (at the Bay Road intersection), and the commercial uses in the surrounding area. However, there is a lack of pedestrian or bicycle facilities on Glenwood Avenue, in addition to three busy intersections (Glen St, Quaker Rd, and Bay Rd) which are difficult to traverse on foot or bicycle.

The proposed study would evaluate and identify potential bicycle and pedestrian improvements.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

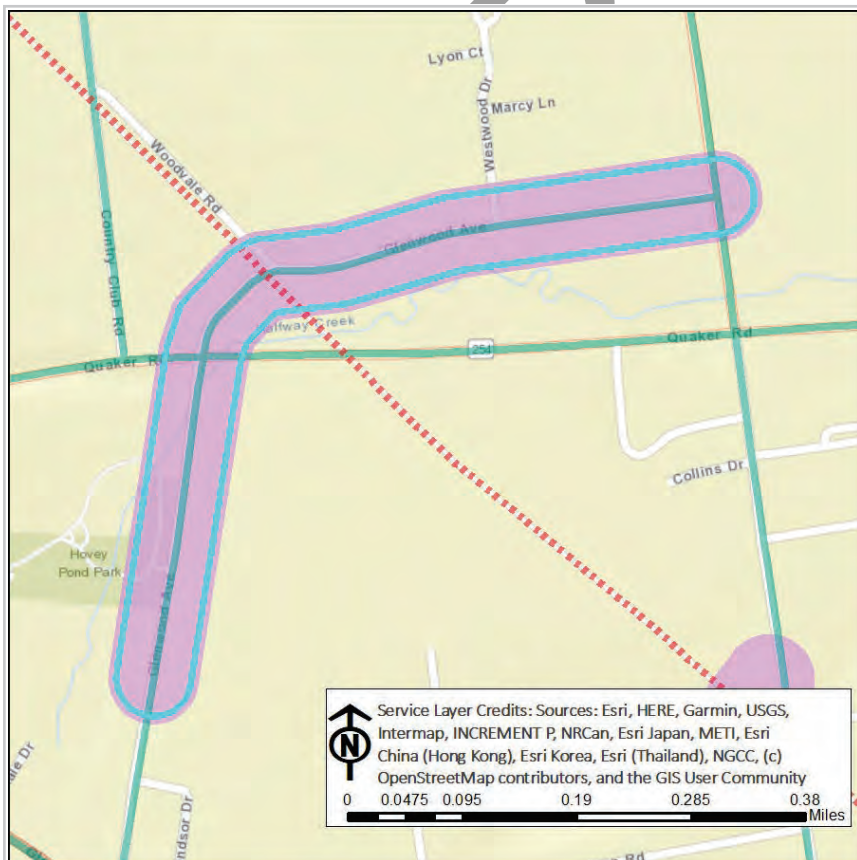
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☐ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☒ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☐ TAP
- ☐ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☒ Other (list):

AGFTC UPWP



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Warren County Bikeway Improvements

Location: Country Club Rd, Round Pond Rd

Municipality: Town of Queensbury

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Glens Falls Sustainability Committee

Jurisdiction: Warren County

Other Partner(s):

Date of Plan: N/A

Link to Plan: N/A

Project Description:

Currently, the Warren County Bikeway alignment utilizes a portion of Country Club Road (CR 66) and Round Pond Road (CR 17). It has been noted that the shoulders on Country Club Road in particular are narrower than desirable to promote comfortable use by cyclists of all skill levels. The Glens Falls Sustainability Committee, in recognition of the importance of the Bikeway to the City of Glens Falls and surrounding communities, supports the continued improvement of this segment of the Bikeway.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____

Approx. Acres: _____

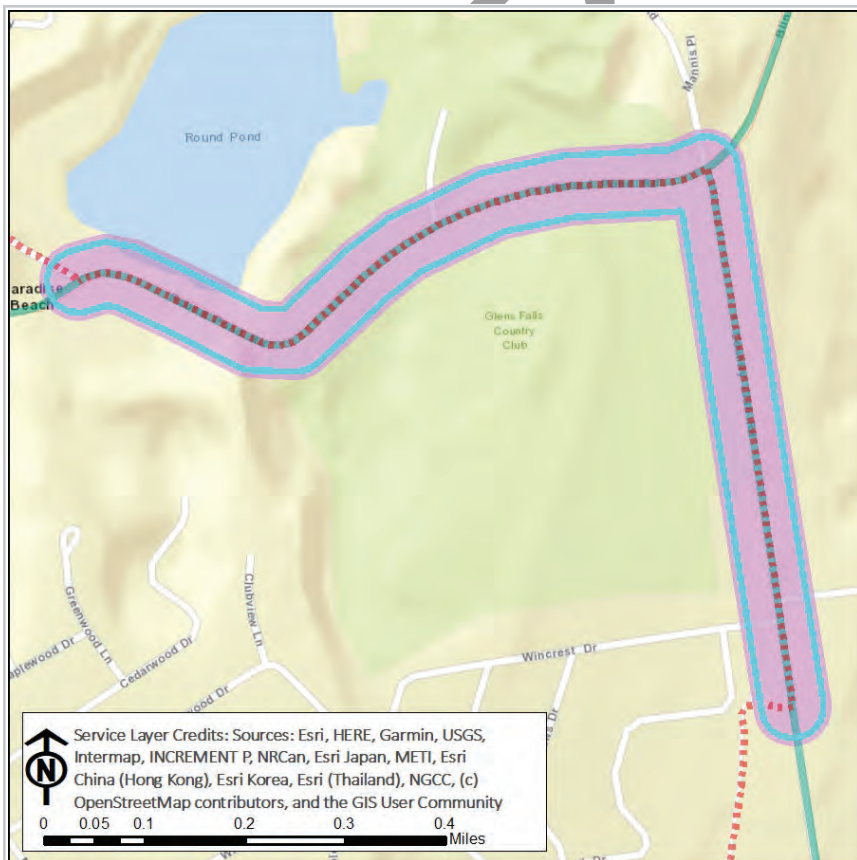
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☒ No ☐ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Capital District Trails Plan

Location: Bluebird Road

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Capital District Transportation Committee

Jurisdiction: Varies

Other Partner(s): Town of Moreau, Saratoga County

Date of Plan: January 2019

Link to Plan: https://www.cdtcmpo.org/images/bike_ped/TrailsPlan/CDTC_TrailsPlan_F3_reduced.pdf

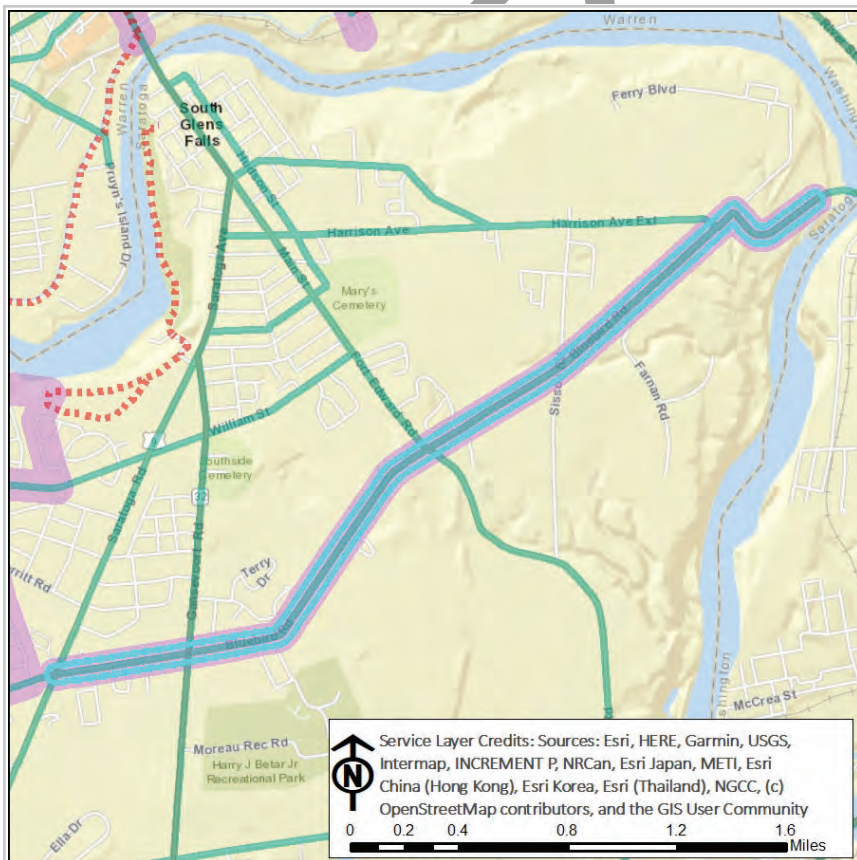
Project Description:

The Capital District Trails Plan contains a vision, goals, and recommendations for on- and off-road bicycle trails throughout Saratoga, Rensselaer, Schenectady, and Albany counties. Although the Town of Moreau is not included in the CDTC MPO Planning Area, a number of projects in the municipality were identified and have subsequently been included in the plan. As these concepts came from a robust public input process and link to other bicycle priorities in the A/GFTC area, they have been included in this plan as well.

The Bluebird Road Bike Path would connect across the Town of Moreau from the proposed Wilton-Moreau Trail across the Hudson River to the Village of Hudson Falls.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Capital District Trails Plan

Location: Wilton-Moreau Connector

Municipality: Town of Moreau

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Capital District Transportation Committee

Jurisdiction: Varies

Other Partner(s): Town of Moreau, Saratoga County

Date of Plan: January 2019

Link to Plan: https://www.cdtcmpo.org/images/bike_ped/TrailsPlan/CDTC_TrailsPlan_F3_reduced.pdf

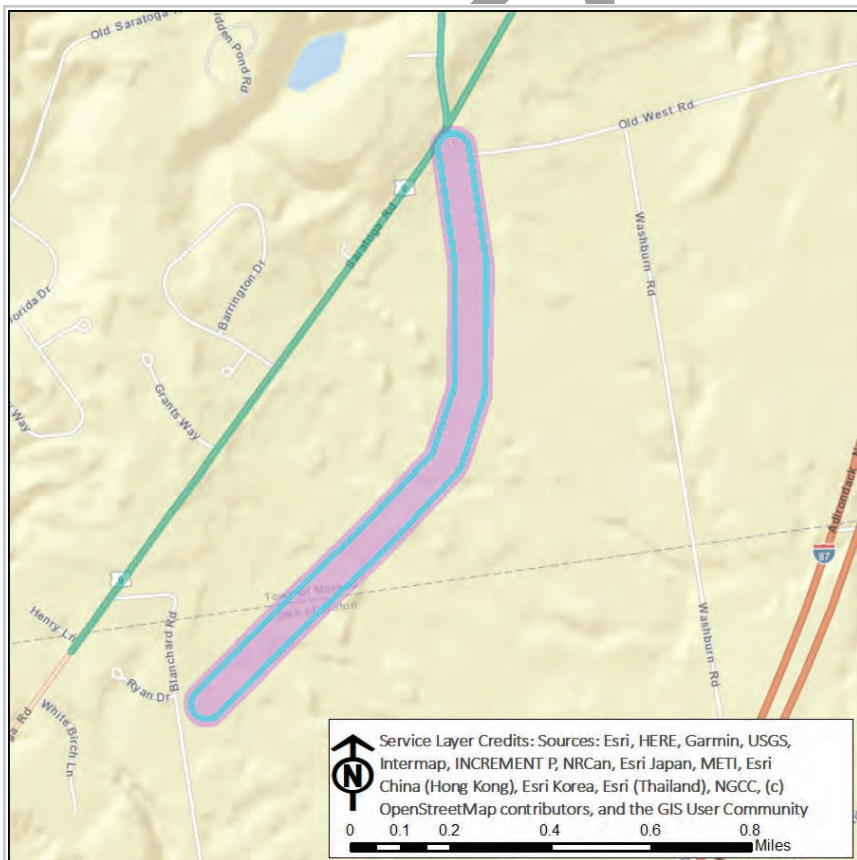
Project Description:

The Capital District Trails Plan contains a vision, goals, and recommendations for on- and off-road bicycle trails throughout Saratoga, Rensselaer, Schenectady, and Albany counties. Although the Town of Moreau is not included in the CDTC MPO Planning Area, a number of projects in the municipality were identified and have subsequently been included in the plan. As these concepts came from a robust public input process and link to other bicycle priorities in the A/GFTC area, they have been included in this plan as well.

The Wilton-Moreau Trail is envisioned to connect the City of Saratoga Springs to the Village of South Glens Falls, largely running parallel to Route 9. Commencing at the intersection of the Maple Ave Route 9 Bike Route and the northern planned route of the Saratoga Greenbelt Trail, this trail would conceptually follow the Niagara Mohawk utility Right-of-way corridor which runs along the east side of Route 9. Entering the Town of Moreau, the trail is envisioned to branch off from the utility corridor along local roadways to access Moreau Lake State Park, continuing on Mountain Road, Spier Falls Road and eventually along Saratoga Road as it approaches the Village of South Glens Falls.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Champlain Canalway Trail Action Plan/Empire State Trail

Location: Comstock to Whitehall

Municipality: Town of Fort Ann, Town & Village of Whitehall

Project Phase: Concept Plan

Cost Estimate: N/A

Plan Sponsor: Champlain Canalway Trail Working Group

Jurisdiction: Varies

Other Partner(s): NYS Canal Corp, NYSDOT, Hudson River Greenway

Date of Plan: May 2019

Link to Plan: https://hudsongreenway.ny.gov/system/files/documents/2020/07/cct.2019.action.plan_7.8.19.pdf

Project Description:

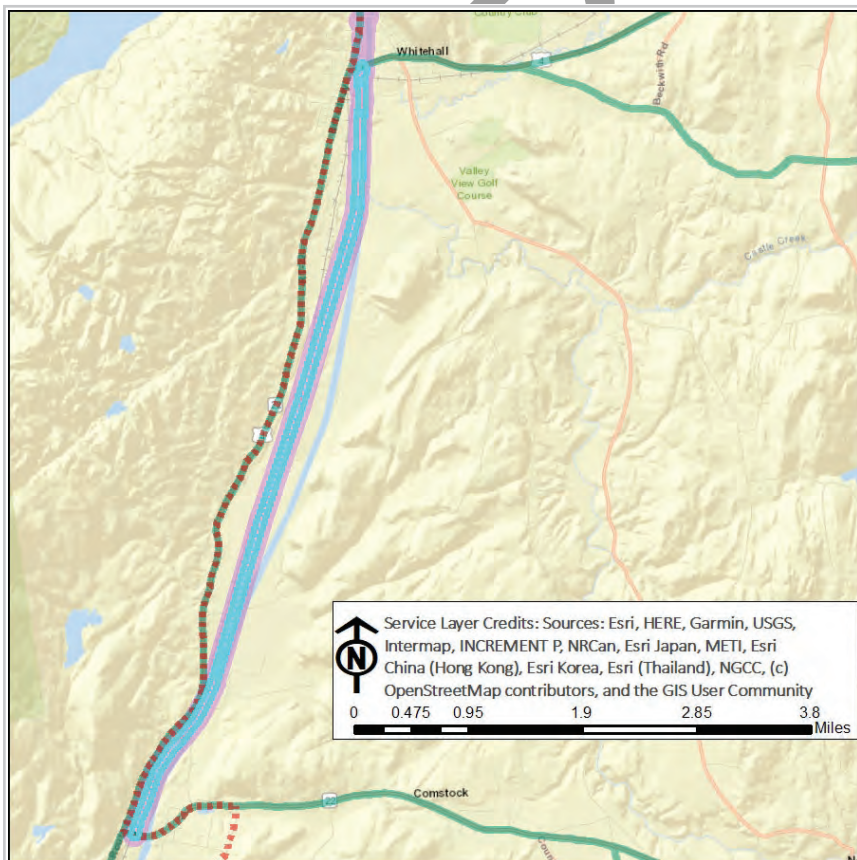
Currently, the Empire State Trail connection between Comstock and Whitehall is located on buffered shoulders along NYS Route 4/22, a high-speed, high-volume rural arterial which also receives a significant volume of truck traffic.

The Champlain Canalway Trail Working Group has proposed an off-road trail utilizing the alignment of the Old Champlain Canal, connecting Old Route 4 to the Ryder Road, continuing into the Village of Whitehall via Riverside Drive, to Champlain Canal Lock 12.

Funding for surveying, archeological review, environmental analysis, permitting and design of this segment is provided through a 2017 LWRP NYSDOS grant. Construction budget and funding is yet to be determined. It is anticipated that should this trail segment be constructed, the Empire State Trail would also be re-aligned to utilize the off-road connection.

Right-of-Way Needed?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD
Approx. # of Parcels:	TBD		
Approx. Acres:			
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☒ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Champlain Canalway Trail Action Plan/Empire State Trail

Location: Old Fort Edward Junction Locks, NYS Route 197

Municipality: Village of Fort Edward

Project Phase: Concept Plan

Cost Estimate: N/A

Plan Sponsor: Champlain Canalway Trail Working Group

Jurisdiction: Village of Fort Edward

Other Partner(s): Hudson River Greenway

Date of Plan: May 2019

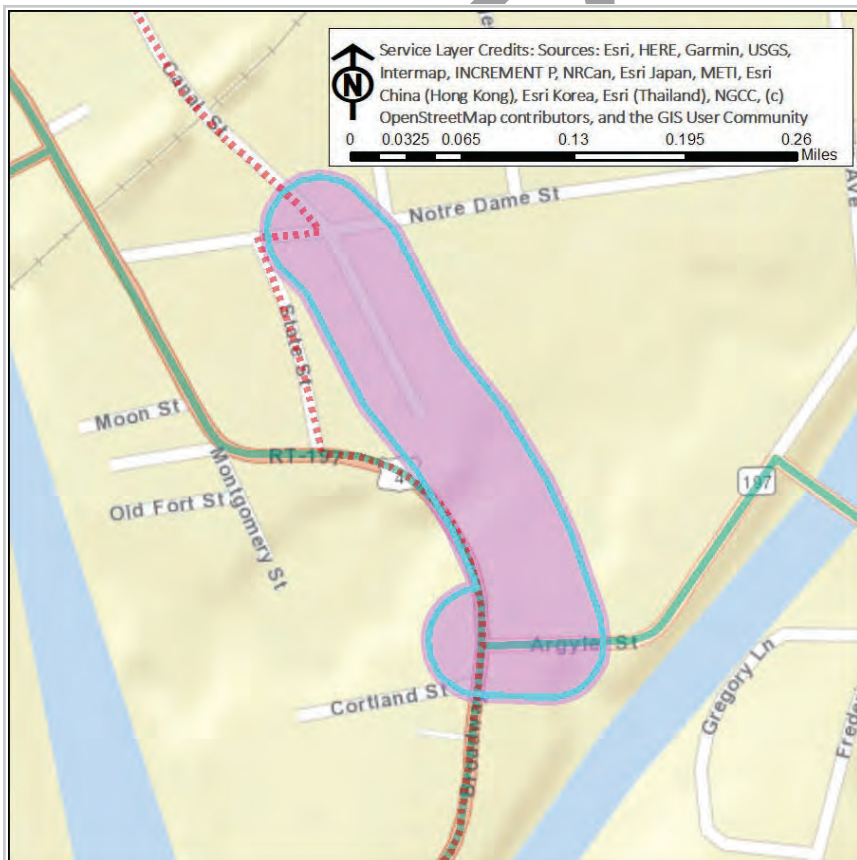
Link to Plan: https://hudsongreenway.ny.gov/system/files/documents/2020/07/cct.2019.action.plan_7.8.19.pdf

Project Description:

The Champlain Canalway Trail Action Plan calls for the trail alignment within the Village of Fort Edward to route through the Old Fort Edward Junction Locks, located on NYS Route 197/Argyle Street. This site marks where the Feeder Canal made its critical connection to the Champlain Canal. This area is very important to the CCT because it contains many intact features of the old canal route for which an entire interpretive story can be conveyed through the Five Combines Park area. A design and engineering study will be required for improvements of the Junction Lock area. This route would permit the trail to directly connect to Canal Street thereby eliminating the use of State Street and Notre Dame Street.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Cole's Woods Trail Connector

Location: Dixon Ave to Fire Road

Municipality: Town of Queensbury

Project Phase: Concept Plan

Cost Estimate:

Plan Sponsor:

Jurisdiction: Town of Queensbury

Other Partner(s): City of Glens Falls

Date of Plan:

Link to Plan:

Project Description:

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: **Approx. Acres:**

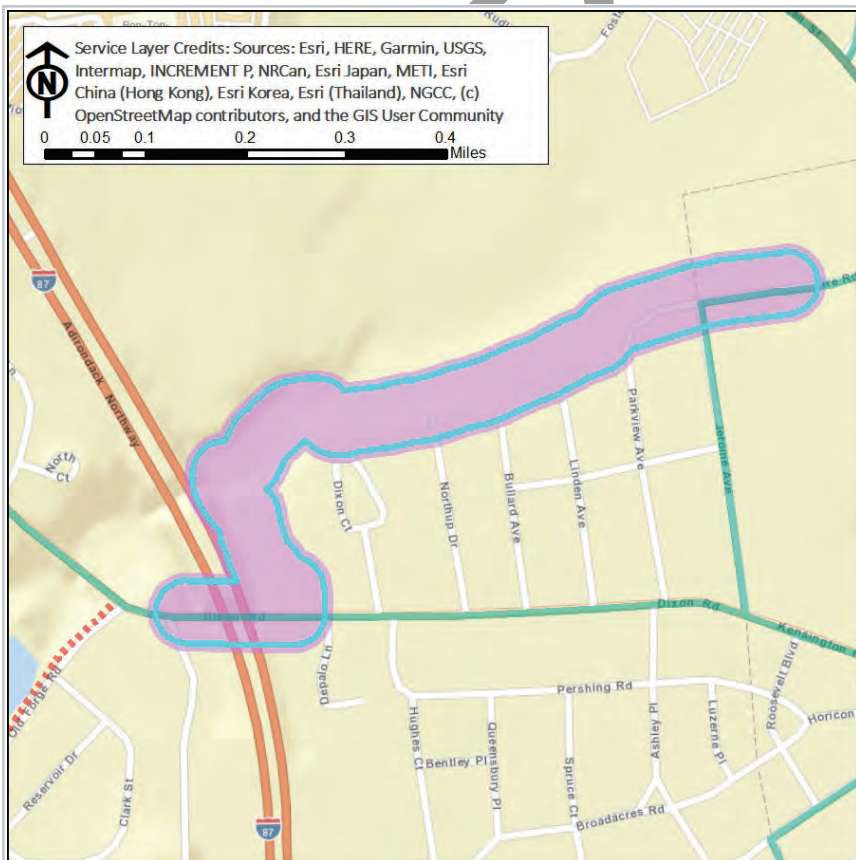
Utility Corridor? ☐ Yes ☐ No ☐ TBD

Wetland/Stream Crossing? ☐ Yes ☐ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☐ TBD

Located on Fed. Aid Network? ☐ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☐ TAP
- ☐ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Dix/Sagamore Intersection Evaluation

Location: Dix Ave. & Sagamore St.

Municipality: City of Glens Falls

Project Phase: Concept Plan

Cost Estimate: N/A

Plan Sponsor: AGFTC, City of Glens Falls

Jurisdiction: City of Glens Falls, Warren County

Other Partner(s): Warren County

Date of Plan: November 2012

Link to Plan: <https://agftc.org/wp-content/uploads/2020/11/Dix-Sagamore-Intersection-Evaluation-final.pdf>

Project Description:

This study assessed and developed potential geometric and operational improvements to the intersection, aided by intersection operation analyses and a traffic signal warrant analysis.

A number of improvements were recommended, including narrowing the approach widths on Dix Ave, reconfiguring the alignment of the Warren County Bikeway to facilitate a shorter, perpendicular crossing, and upgrades to pavement markings and signage.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

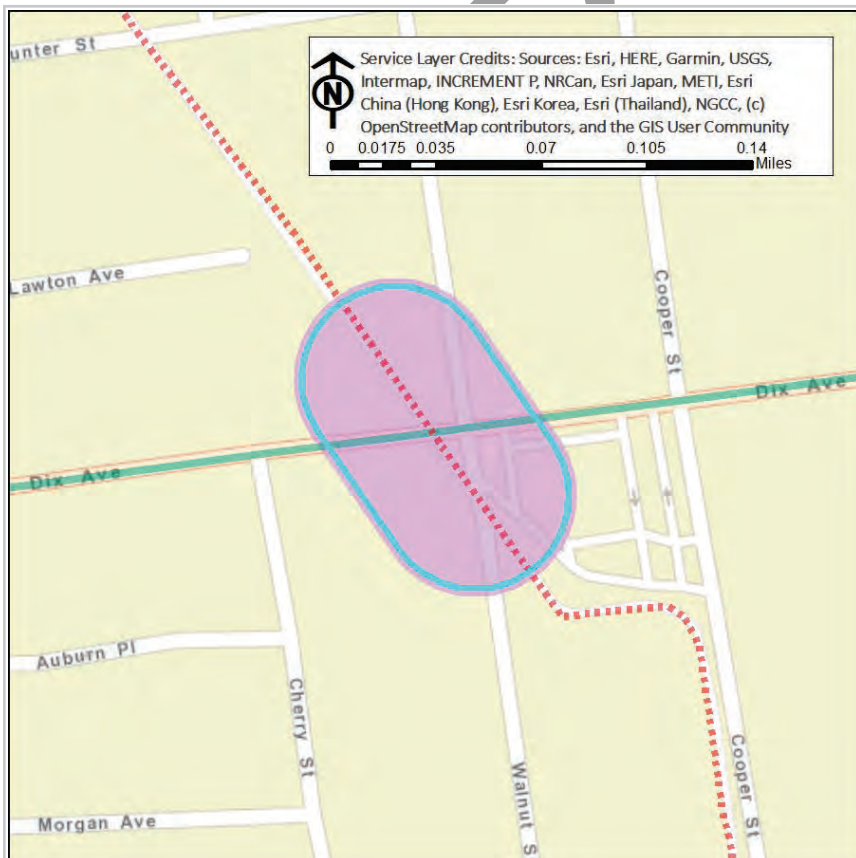
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☒ No ☐ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☒ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☒ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Glens Falls Pedestrian and Bicycle Connectivity Study

Location: Glen Street, Warren St.

Municipality: City of Glens Falls

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: City of Glens Falls

Jurisdiction: City of Glens Falls

Other Partner(s): Feeder Canal Alliance

Date of Plan: June 2013

Link to Plan: http://gfdri.org/wp-content/uploads/2016/05/SKM_C30816052720330.pdf

Project Description:

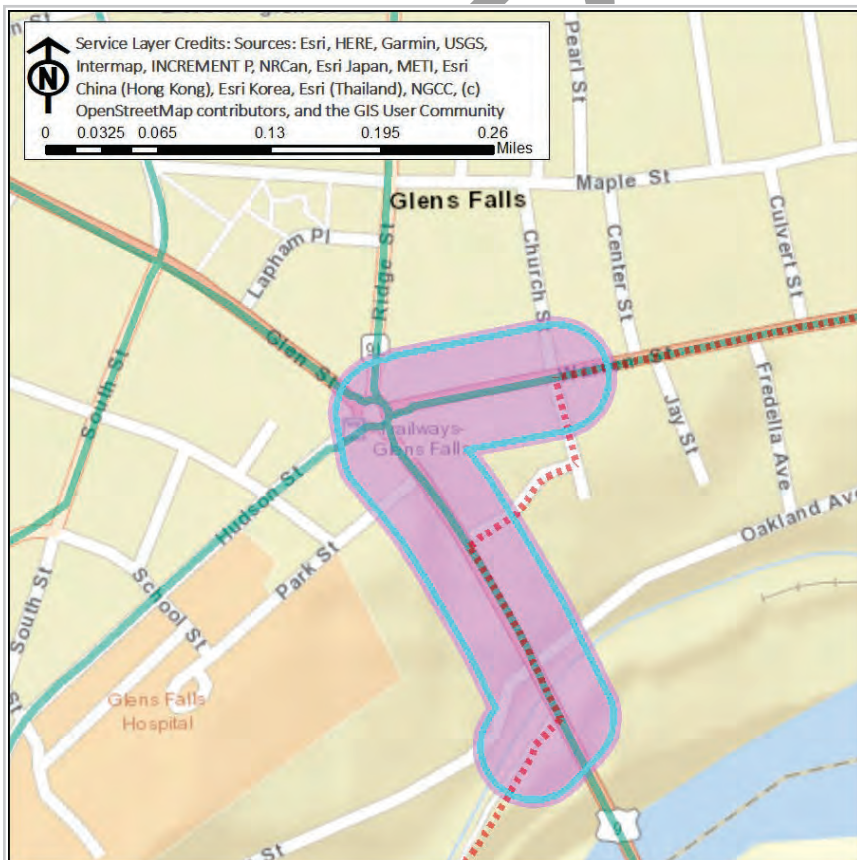
The City of Glens Falls prepared the Pedestrian and Bicycle Connectivity Study to develop a balanced, multimodal transportation system that will improve the efficiency and safety of walking and biking within and around the City of Glens Falls for people of varying abilities.

The plan recommends a number of ways to improve the connection between downtown Glens Falls and the Feeder Canal Trail, including improving the Glen St. trailhead, improving the crossings of Mohican and Glen Streets, and re-routing the trail into the Glens Falls business district.

Creating a stronger connection and safer crossing opportunities are also supported by the Glens Falls Sustainability Committee.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☒ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☒ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Halfway Brook to Feeder Canal Trail Connector

Location: Peggy Ann to Richardson St

Municipality: Town of Queensbury

Project Phase: Concept Plan

Cost Estimate: N/A

Plan Sponsor: Town of Queensbury

Jurisdiction: Varies

Other Partner(s): National Grid, Warren County

Date of Plan: N/A

Link to Plan: N/A

Project Description:

Right-of-Way Needed? ☒ Yes ☐ No ☐ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

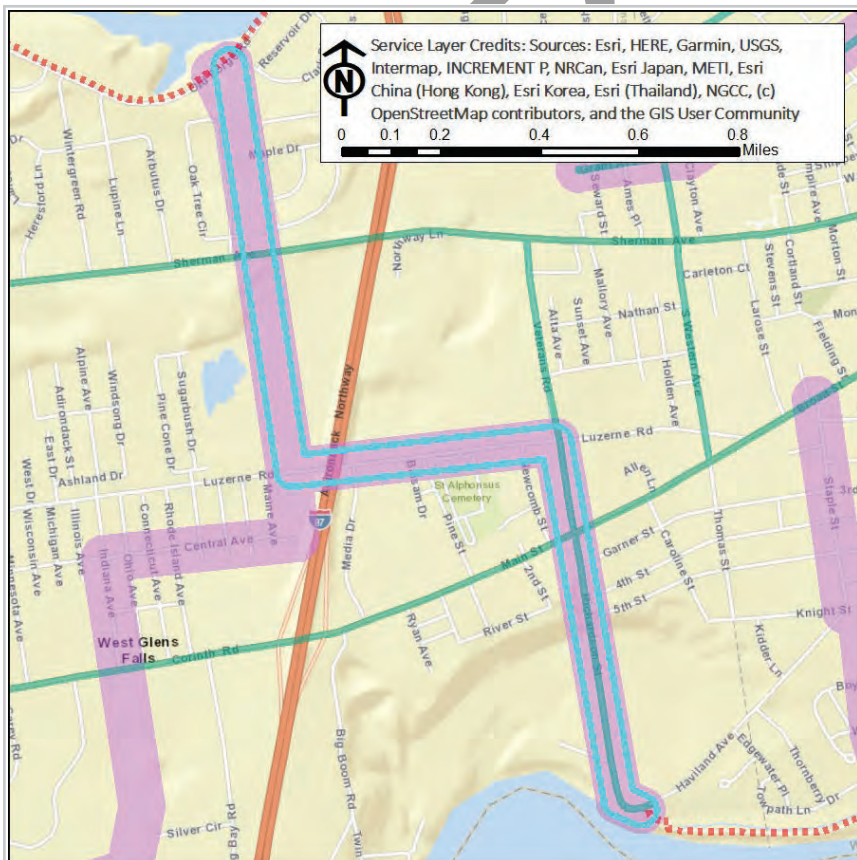
Utility Corridor? ☒ Yes ☐ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Halfway Brook to Hudson Pointe Trail Connector Study

Location: National Grid Corridor between Peggy Ann/Hudson Pointe Park

Municipality: Town of Queensbury

Project Phase: Concept Plan

Cost Estimate: approx \$1.74M (East Side phase only)

Plan Sponsor: AGFTC, Town of Queensbury

Jurisdiction: Varies

Other Partner(s): National Grid

Date of Plan: September 2018

Link to Plan: https://agftc.org/wp-content/uploads/2018/11/FINAL_HHTrail_09.19.18.pdf

Project Description:

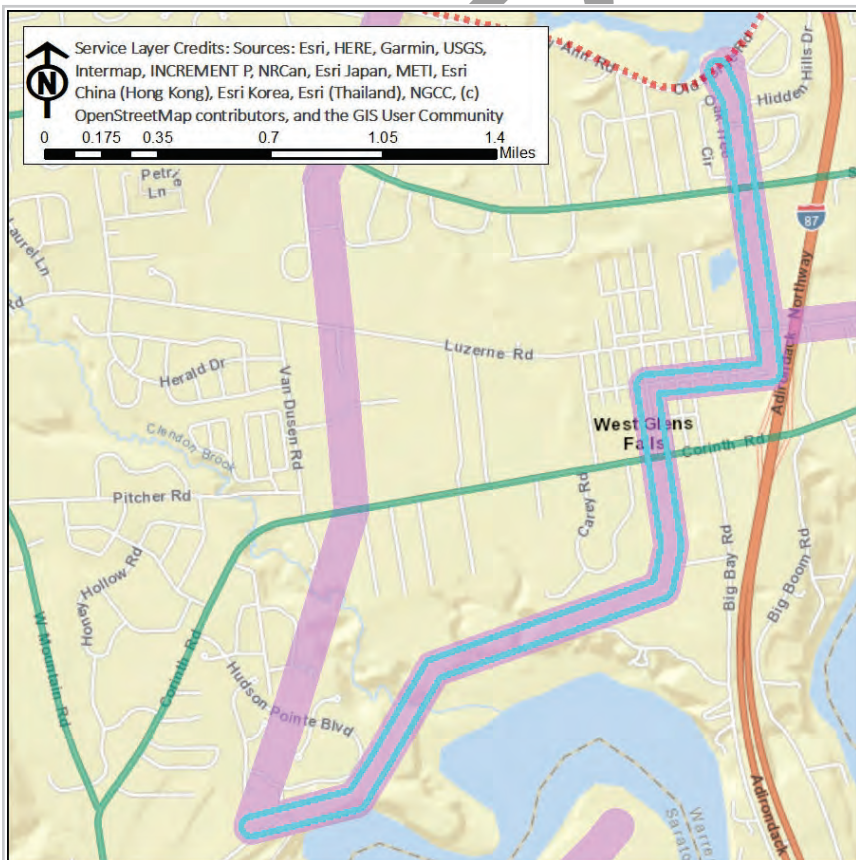
This conceptual plan evaluated future trail connections in West Queensbury, from the southern terminus of the planned Halfway Brook trail to the Hudson Pointe preserve along the Hudson River. This north-south connection has long been noted as a priority in local and regional planning efforts.

The preferred alternative includes several phases which can be pursued independently. This phase begins in the north at the National Grid utility corridor between Oak Tree Circle and Hidden Hills Drive. The trail crosses Upper Sherman and Luzerne roads, then continues west along East and Central Avenues, turning south at Michigan Avenue. The on-road portions of the trail in this section would be bike boulevards or yield roadways. Utilizing Warren County property, the trail would transition to a shared use path, cross Corinth Road, then continue within the rights-of-way of Carey and Native roads as shared use paths. The trail would then cross into open spaces in the Big Bay preserve, following existing and proposed trails to Hudson Pointe.

The utility corridor section of the trail overlaps with a separate effort by the Town of Queensbury to link Halfway Brook Trail to the Feeder Canal.

Right-of-Way Needed?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☒ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Halfway Brook to Hudson Pointe Trail Connector Study

Location: National Grid Corridor between Peggy Ann/Hudson Pointe Park

Municipality: Town of Queensbury

Project Phase: Concept Plan

Cost Estimate: approx \$2.66M (Utility corridor phase only)

Plan Sponsor: AGFTC, Town of Queensbury

Jurisdiction: Varies

Other Partner(s): National Grid

Date of Plan: September 2018

Link to Plan: https://agftc.org/wp-content/uploads/2018/11/FINAL_HHTrail_09.19.18.pdf

Project Description:

This conceptual plan evaluated future trail connections in West Queensbury, from the southern terminus of the planned Halfway Brook trail to the Hudson Pointe preserve along the Hudson River. This north-south connection has long been noted as a priority in local and regional planning efforts.

The preferred alternative includes several phases which can be pursued independently. This phase begins at the Halfway Brook trailhead on Peggy Ann Road. From there, the trail would travel east along the north side of Peggy Ann for approximately ¼ mile as a shared use path, separated from the roadway. At the National Grid utility line, the trail would head south, following the utility corridor all the way to the Hudson Pointe Nature Preserve. There is a significant topographic challenge in crossing Clendon Brook within the utility line corridor. Alternately, the trail could break away from the utility corridor as it passes through the Clendon Brook Preserve, following a meandering path through the open space preserves as it crosses Clendon Brook at the existing bridge deck.

Right-of-Way Needed? ☒ Yes ☐ No ☐ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

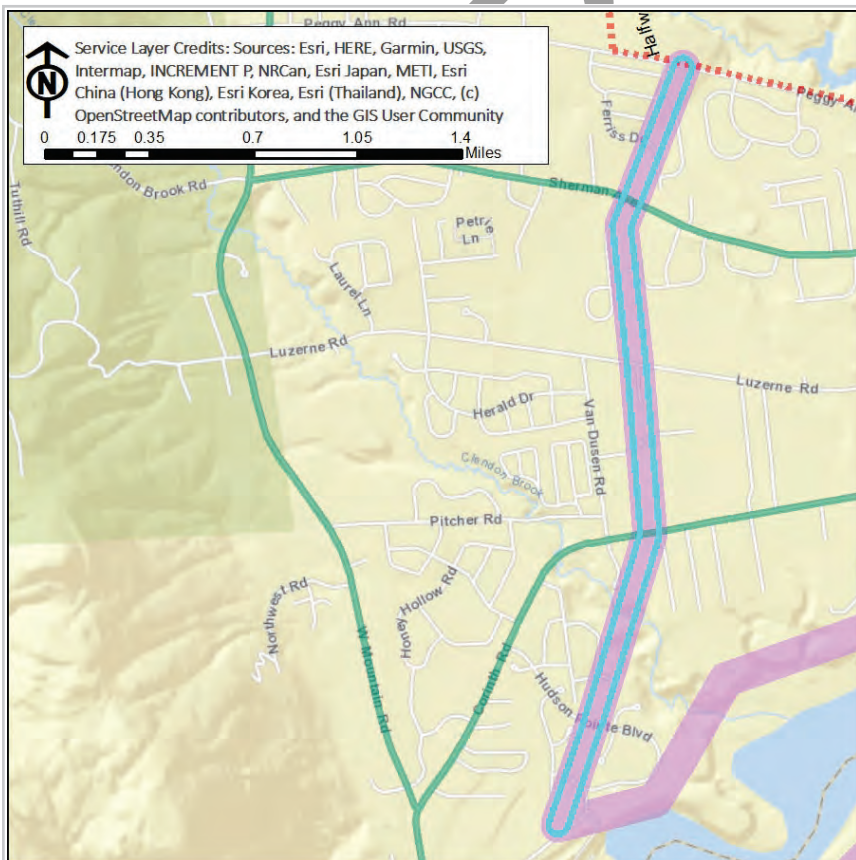
Utility Corridor? ☒ Yes ☐ No

Wetland/Stream Crossing? ☒ Yes ☐ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☐ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Glens Falls Feeder Canal Access Improvements

Location: Haskell St & Shermantown Rd

Municipality: City of Glens Falls

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: A/GFTC, City of Glens Falls

Jurisdiction: City of Glens Falls

Other Partner(s): Feeder Canal Alliance

Date of Plan: N/A

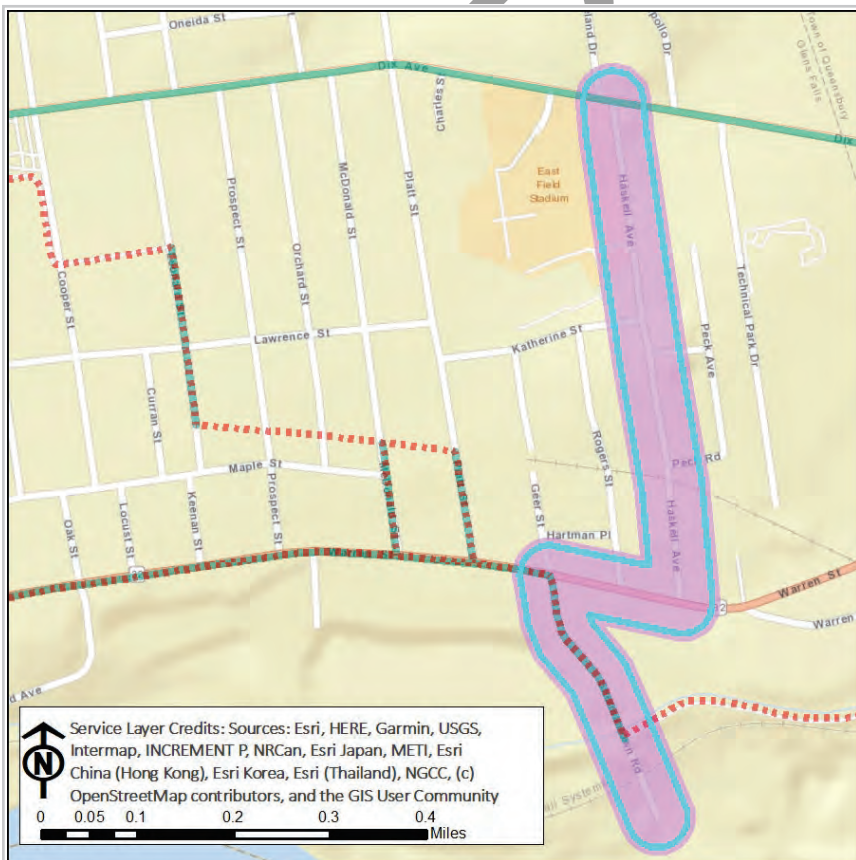
Link to Plan: N/A

Project Description:

The City of Glens Falls has requested A/GFTC assistance in a future planning study to strengthen connections between the Feeder Canal Trail and the surrounding community. This includes connecting East Field to the Feeder Canal Trail access on Shermantown Road. Haskell Street is typical of local neighborhood streets in Glens Falls and features sidewalks on both sides of the street as well as on-street parking; however, improvements are needed to bring the pedestrian features into ADA compliance. In addition, there may be opportunities to demarcate bicycle facilities. South of Warren Street, Shermantown Road is narrow and lacks bicycle or pedestrian features. The high volume of truck traffic on this roadway is a safety concern for vulnerable users such as pedestrians and cyclists. The need to improve Shermantown Road for bicycle/pedestrian use has also been supported in the Glens Falls Pedestrian and Bicycle Connectivity Study.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD
Located on Fed. Aid Network?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Lake George -- Warrensburg Bikeway Extension

Location: Lake George Village Connections

Municipality: Village of Lake George

Project Phase: Concept Plan

Cost Estimate: \$3.26M

Plan Sponsor: Town and Village of Lake George, AGFTC

Jurisdiction: Varies

Other Partner(s): NYSDOT

Date of Plan: April 2019

Link to Plan: https://agftc.org/wp-content/uploads/2019/04/4.12.19_LG-WBURG-Bikeway_FINAL-1.pdf

Project Description:

This project is a concept plan to evaluate a potential extension from the terminus of the existing Warren County Bikeway through the Village of Lake George and north to Warrensburg.

Within the Village of Lake George, the preferred option is a two-way sidepath, separated from vehicular traffic, along West Brook Road to Route 9. This would be located on the north side of the southern branch of West Brook Road, between the roadway and the brook itself. The Bikeway then travels alongside Route 9 between West Brook Road and Mohican Street. At Mohican Street, the preferred alternative traverses the neighborhoods as a shared roadway, following Dieskau, McGillis, Helen, Montcalm, and finally to Cooper St.

From Cooper Street, the Bikeway would transition to an off-road facility, utilizing the National Grid right-of-way. The preferred but high cost option is to bore a tunnel under the Exit 22 ramps to Cherry Street. Although costly, this route is an optimal opportunity for the trail to avoid the slip ramps and intersections around the Exit 22 and Route 9 convergence. From Cherry St. the trail could continue to the National Grid right of way at the end of Thompson Street before using Big Hollow Road to intersect with Route 9 and continue north. The more feasible option is for the trail route to continue northeast past the Town/Village office complex, paralleling the Exit 22 ramps. This trail proposal may be encumbered by two private properties near the Route 9 intersection with Exit 22 ramp.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

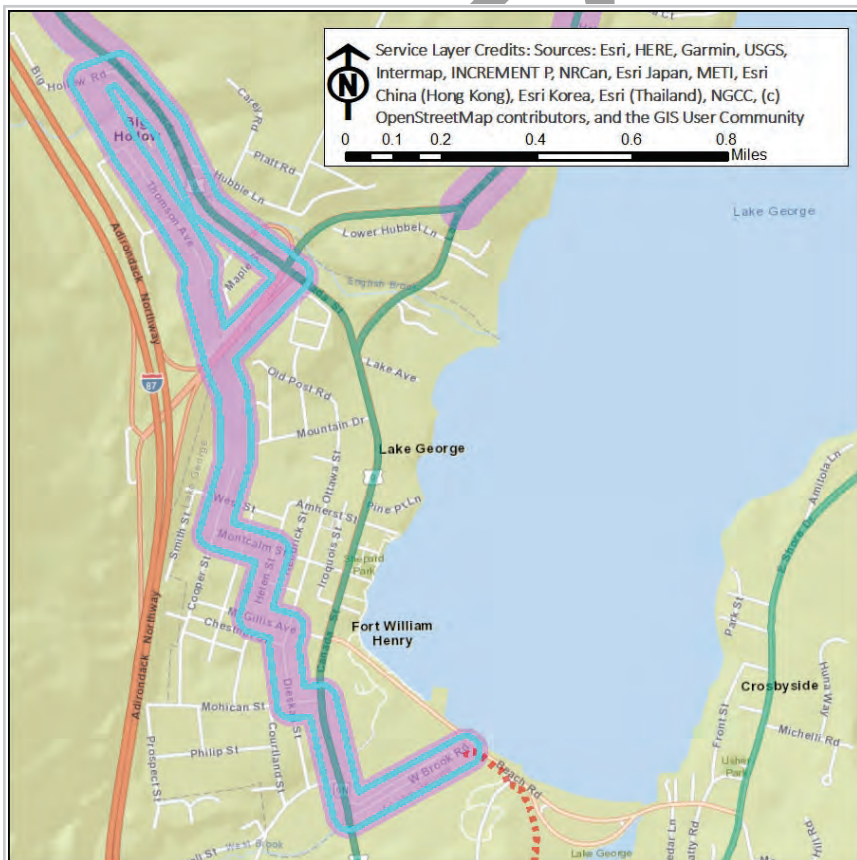
Utility Corridor? ☒ Yes ☐ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☒ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Lake George -- Warrensburg Bikeway Extension

Location: Route 9 Connector

Municipality: Towns of Lake George and Warrensburg

Project Phase: Concept Plan

Cost Estimate: \$3.26M

Plan Sponsor: Town and Village of Lake George, AGFTC

Jurisdiction: Varies

Other Partner(s): NYSDOT

Date of Plan: April 2019

Link to Plan: https://agftc.org/wp-content/uploads/2019/04/4.12.19_LG-WBURG-Bikeway_FINAL-1.pdf

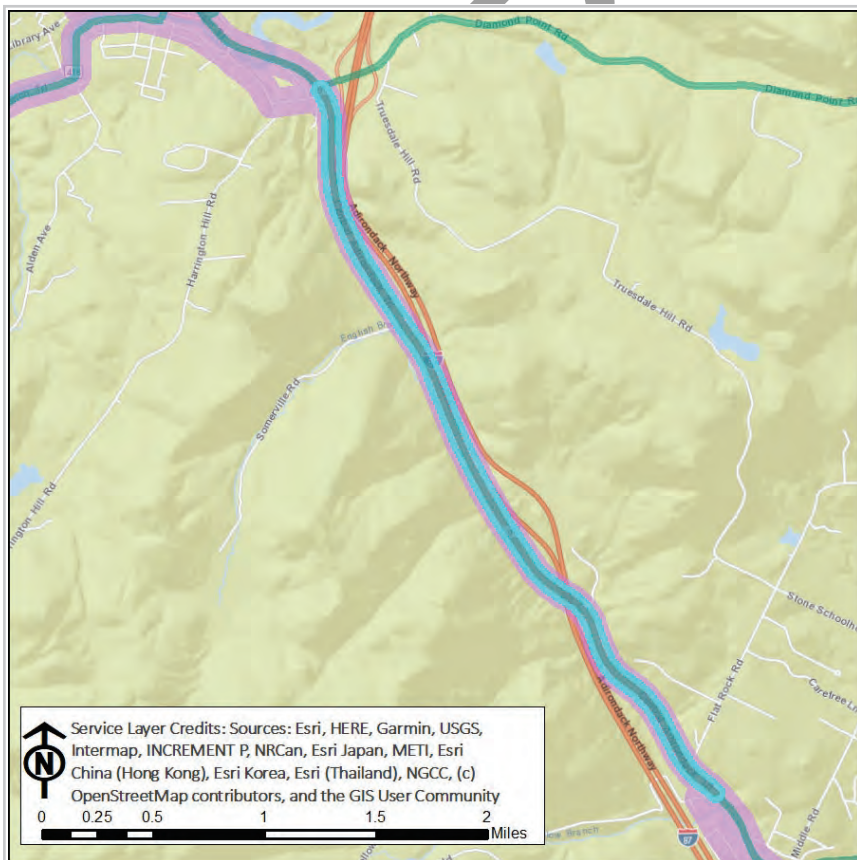
Project Description:

This project is a concept plan to evaluate a potential extension from the terminus of the existing Warren County Bikeway through the Village of Lake George and north to Warrensburg.

The preferred conceptual alignment utilizes the Route 9 right of way. The existing pavement is approximately 44' wide, providing ample space for either buffered bike lanes on either side or a separated two-way shared use path on one side of the road. Either option can be accommodated within the existing pavement width. However, the preferred buffered bike lane option could be implemented by restriping the pavement, a relatively low-cost option which could be accomplished as a stand-alone project or during the next round of pavement maintenance. At the north end of the corridor, a two-way shared use path on the west side of Route 9 will provide a connection into the hamlet of Warrensburg.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☒ Pav. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Lake George -- Warrensburg Bikeway Extension

Location: Warrensburg hamlet

Municipality: Towns of Lake George and Warrensburg

Project Phase: Concept Plan

Cost Estimate: \$1.82M

Plan Sponsor: Town and Village of Lake George, AGFTC

Jurisdiction: Varies

Other Partner(s): NYSDOT, Town of Warrensburg

Date of Plan: April 2019

Link to Plan: https://agftc.org/wp-content/uploads/2019/04/4.12.19_LG-WBURG-Bikeway_FINAL-1.pdf

Project Description:

This project is a concept plan to evaluate a potential extension from the terminus of the existing Warren County Bikeway through the Village of Lake George and north to Warrensburg.

The preferred option in Warrensburg involves a phased approach. In the short-term, Bakers Crossing/River Street could serve as a viable route for the Bikeway. The off-road connector behind the school is also feasible for construction in the short- to medium-term, as it poses no right-of-way challenges and could serve as a stand-alone facility.

In the long term, a proposed 2-way cycle track could be extended along Route 9 to Prosser Road. This would require a crossing on Route 9 to separate north and south bound bicycle traffic to the appropriate side of the roadway.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

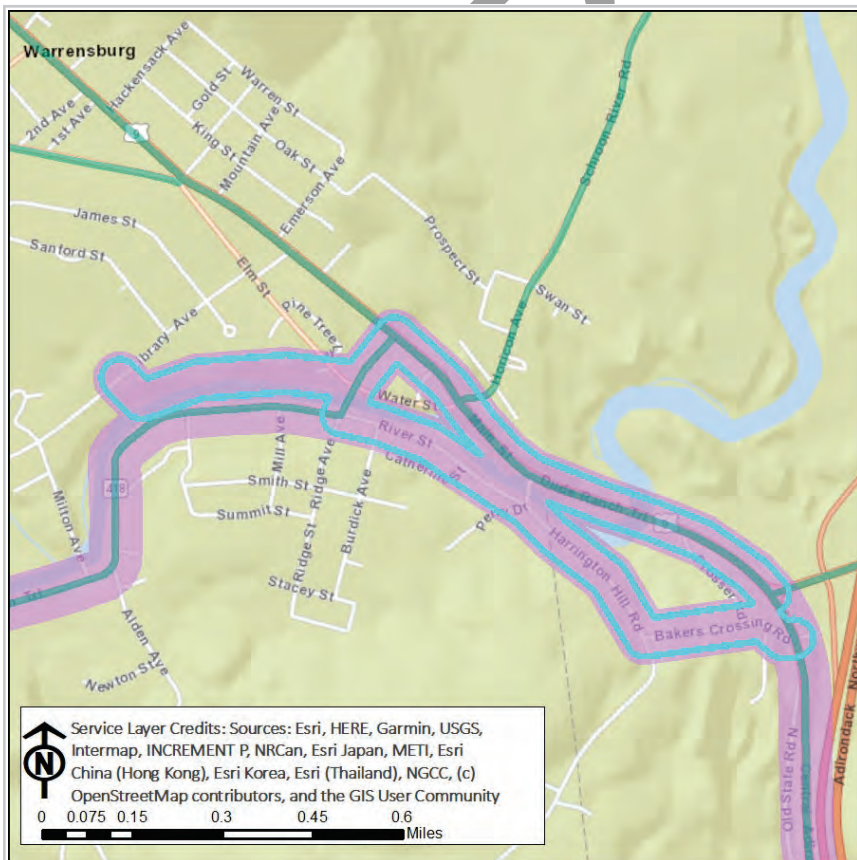
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☒ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☒ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: River Street Streetscape Revitalization Plan

Location: NYS Route 418/River Street

Municipality: Town of Warrensburg

Project Phase: Pre-planning

Cost Estimate: \$865,000-\$4,100,000

Plan Sponsor: A/GFTC, Town of Warrensburg

Jurisdiction: NYSDOT

Other Partner(s): Town of Warrensburg

Date of Plan: April 2015

Link to Plan: <https://agftc.org/wp-content/uploads/2017/10/Final-Warrensburg-River-Street-Plan-04302015.pdf>

Project Description:

The River Street Streetscape Revitalization Plan is intended to address issues with the lack of consistent pedestrian and bicycle facilities on River Street within Warrensburg. The plan calls for improvements to the pedestrian infrastructure within the hamlet area as well as bicycle improvements to the more rural section which connects the hamlet to Thurman Station. Although the Town has pursued implementation of improvements in the hamlet, future efforts are required to identify feasible bicycle improvements on the rural section of NYS Route 418.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

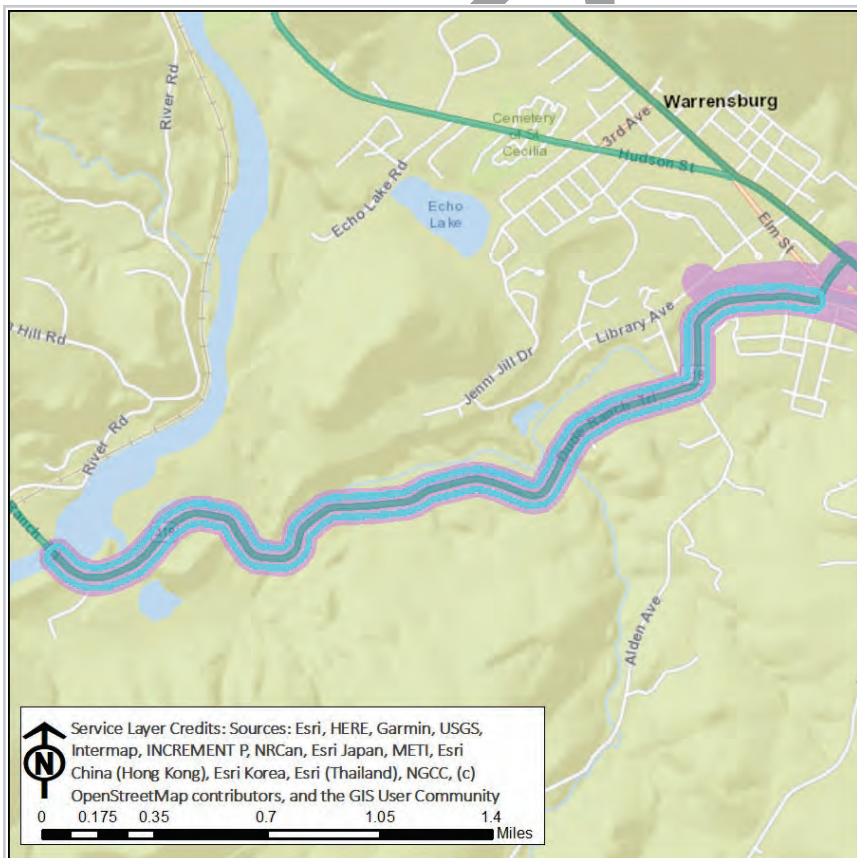
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☐ Yes ☒ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☒ Shoulder
- ☐ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Trails Master Plan for the West Side of Lake George

Location: Route 9N between Silver Bay and Ticonderoga

Municipality: Towns of Hague and Bolton

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Towns of Hague, Bolton, Lake George, Ticonderoga, Vill. of Lake George

Jurisdiction: NYS

Other Partner(s): NYSDOT

Date of Plan: April 2013

Link to Plan: https://lakegeorgetown.org/wp-content/uploads/2015/10/2012-Lake-George-Trails-Master-Plan-Draft_2013-04-23_Final.pdf

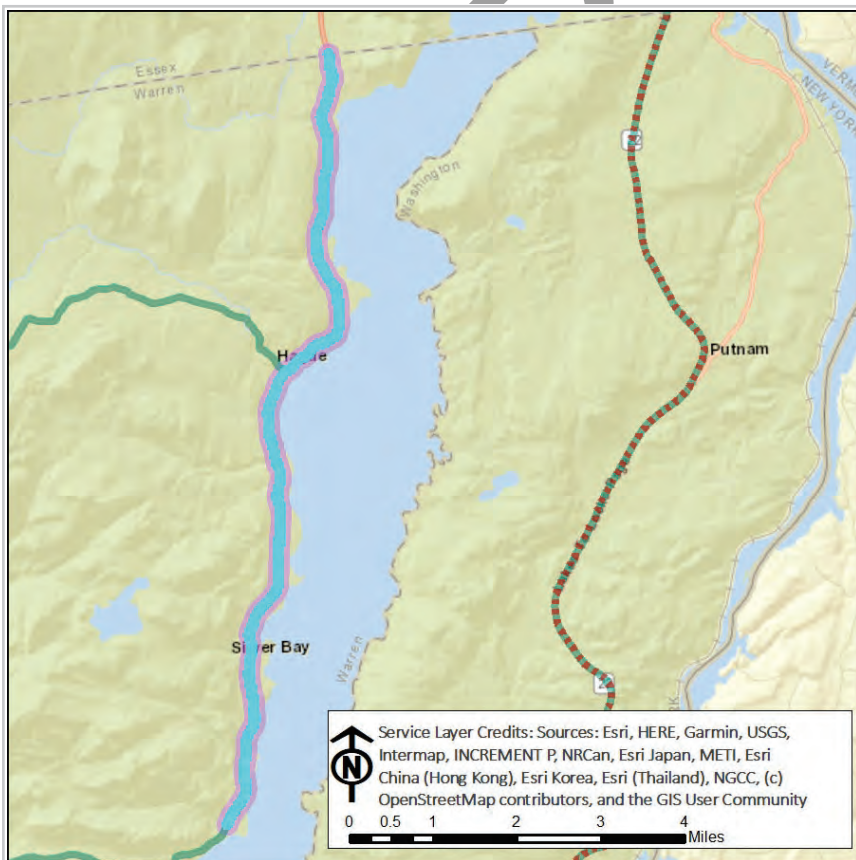
Project Description:

The Towns of Hague, Bolton, Lake George, Ticonderoga and the Village of Lake George have developed a detailed master plan for hiking and biking opportunities along the west side of Lake George with the goal to create a world-class destination for hiking and biking for current and future generations.

A shared pathway along NY Route 9N is highly desired, according to public comments received during the Master Plan process. The Plan recommends the development of a detailed feasibility analysis of NY Route 9N for the potential of creating a bike lane and or shared use bike/pedestrian trail along the entire road from Sabbath Day Point in Hague to downtown Ticonderoga. This could potentially be bundled with a similarly-recommended feasibility study for Route 9N between Lake George and Bolton.

Right-of-Way Needed?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Approx. # of Parcels:	Approx. Acres:		
Utility Corridor?	<input type="radio"/> Yes	<input checked="" type="radio"/> No	
Wetland/Stream Crossing?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Section 106/4(f) Required?	<input type="radio"/> Yes	<input type="radio"/> No	<input checked="" type="radio"/> TBD
Located on Fed. Aid Network?	<input checked="" type="radio"/> Yes	<input type="radio"/> No	<input type="radio"/> TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☒ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☐ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Trails Master Plan for the West Side of Lake George

Location: Route 9N between Lake George and Bolton

Municipality: Towns of Lake George and Bolton

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Towns of Hague, Bolton, Lake George, Ticonderoga, Vill. of Lake George

Jurisdiction: NYS

Other Partner(s): NYSDOT

Date of Plan: April 2013

Link to Plan: https://lakegeorgetown.org/wp-content/uploads/2015/10/2012-Lake-George-Trails-Master-Plan-Draft_2013-04-23_Final.pdf

Project Description:

The Towns of Hague, Bolton, Lake George, Ticonderoga and the Village of Lake George have developed a detailed master plan for hiking and biking opportunities along the west side of Lake George with the goal to create a world-class destination for hiking and biking for current and future generations.

A shared pathway along NY Route 9N is highly desired, according to public comments received during the Master Plan process. The Plan recommends the development of a detailed feasibility analysis of NY Route 9N for the potential of creating a bike lane and or shared use bike/pedestrian trail along the road from Lake George Village to Bolton. This could potentially be bundled with a similarly-recommended feasibility study for Route 9N between Sabbath Day Point and Ticonderoga.

Right-of-Way Needed? ☐ Yes ☐ No ☒ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

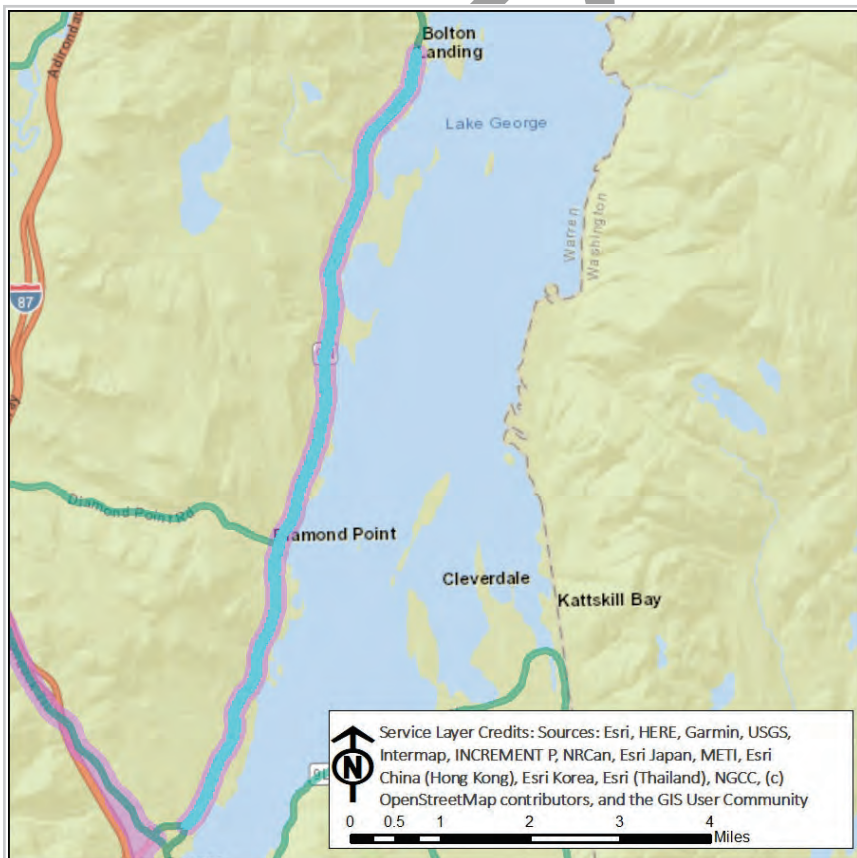
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☐ No ☒ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☒ Pave. Preservation
- ☒ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☒ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☒ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):



ADIRONDACK/GLENS FALLS TRANSPORTATION COUNCIL

REGIONAL BICYCLE PLAN PRIORITY PROJECT

Project Name: Glens Falls Recreation Connections

Location: Sanford Street & Grant Avenue

Municipality: City of Glens Falls

Project Phase: Pre-planning

Cost Estimate: N/A

Plan Sponsor: Glens Falls Sustainability Committee

Jurisdiction: City of Glens Falls

Other Partner(s):

Date of Plan: N/A

Link to Plan: N/A

Project Description:

The Glens Falls Sustainability Committee has identified a priority to provide dedicated bicycle facilities to connect the Glens Falls Tennis & Swim Club on Sanford Street to the Morse Athletic Complex at the end of Grant Avenue Extension.

Right-of-Way Needed? ☐ Yes ☒ No ☐ TBD

Approx. # of Parcels: _____ **Approx. Acres:** _____

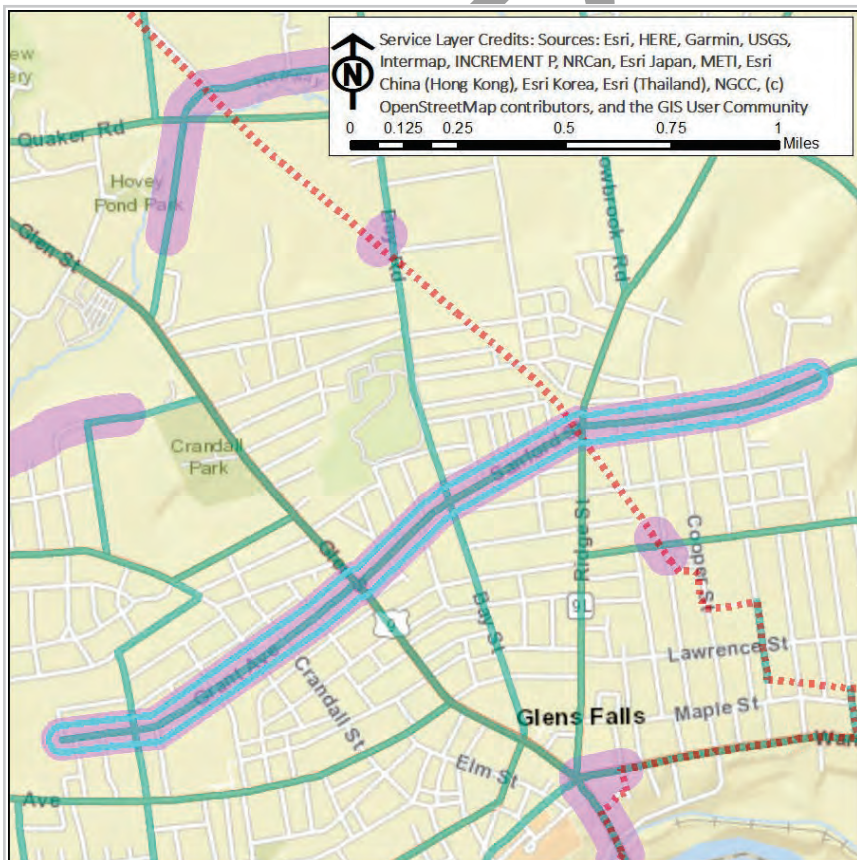
Utility Corridor? ☐ Yes ☒ No

Wetland/Stream Crossing? ☐ Yes ☒ No ☐ TBD

Section 106/4(f) Required? ☐ Yes ☐ No ☒ TBD

Located on Fed. Aid Network? ☒ Yes ☐ No ☐ TBD

Site Location Map:



Project Type

(Check all that apply):

On-Road

- ☐ Intersection
- ☒ Corridor
- ☐ Bridge
- ☐ Maintenance
- ☐ Pave. Preservation
- ☐ Shoulder
- ☒ Bike Lane
- ☐ Other
- ☐ TBD

Off-Road

- ☐ Trail Extension
- ☐ New Trail
- ☐ Paved
- ☐ Stone Dust
- ☐ Other
- ☐ TBD

Potential Funding

(Check all that apply):

- ☒ TAP
- ☒ Make the Connection
- ☐ OPHRP
- ☐ NYSDOS
- ☐ NYSERDA
- ☐ TBD
- ☐ Other (list):