Final Report

Town of Queensbury
Bicycling and Pedestrian Connections Improvement Plan

Prepared for:

Adirondack | Glens Falls Transportation Council

11 South Street, Suite 203

Glens Falls, New York 12801

And

Town of Queensbury

742 Bay Road

Queensbury, NY 12804

Revision 2

October 2025

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742 Bay Road
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1.0 EXECUTIVE SUMMARY

A/GFTC and the Town of Queensbury initiated this study to evaluate the feasibility of implementing bicyclist and pedestrian improvements in three priority locations in the Town. The desired study areas include a connection between the Rush Pond Trailhead and the Gurney Lane Recreational area to Route 9 and the Warren County Municipal Center (WCMC), a connection from the WCMC to the Warren County Bikeway (WCB), and a connecting route between the Route 9 commercial district and SUNY Adirondack. Some of these roadways, such as Round Pond Road and Bay Road, have dedicated facilities for cyclists. However, none of them have accommodations for pedestrians. The study is being administered through the A/GFTC Transportation Planning and Engineering Assistance Program for the Town of Queensbury. Each of the study areas contains pedestrian and bicyclist generators and destinations such as the WCMC, Rush Pond Trailhead and associated trail network, Route 9 Commercial area, SUNY Adirondack, and the Warren County Bikeway.

The connection between the Rush Pond Trailhead and the Warren County Municipal Center would establish an important link along Gurney Lane between the existing trail sytem to the west and the Route 9 commercial corridor and potentially the Warren County Bikeway. There are two bridges that carry Gurney Lane over Interstate 87 (I-87) that are scheduled for replacement by NYSDOT in 2029. This represents an opportunity to incorporate a sidepath into the design and construction of the new Gurney Lane bridges over I-87. A 10-12 ft. wide sidepath is recommended on the south side of the reconstructed bridges, and on the approaches to the bridges. The sidepath should continue to, and cross, West Mountain Road where it would terminate. On the east side of Gurney Lane, the path should extend to Route 9 and a crosswalk with pedestrian signals should be incorporated into the exsitng traffic signal at this intersection. This would bring the new sidepath to it's eastern terminus at the WCMC.

A connection between the WCMC and the WCB is desired to improve non-motorized transportation alternatives for commuters or those trail users that utilize the public parking at the WCMC. This conection provides challenges as there is steep terrain between the WCB and WCMC, and the existing roadways in the area, such as Glen Lake Road, are not currently wide enough to support bike lanes or a sidepath. A parcel to the north of the WCMC was investigated for the construction of an off-road path; however, this is privately owned land and not available for public use at this time. Investigations of Glen Lake Road concluded that widening the existing shoulders of the road is the most reasonable improvement to bicyclist and pedestrian connectivity between the WCMC and the WCB.

The primary objective for the connection between SUNY Adirondack and the Route 9 Commercial Corridor is to provide a pedestrian and bicyclist friendly connection between the college campus and the Route 9 Corridor for students and other residents at the campus to access this area without the need to rely on a car. The focus of this study initially investigated alternative pedestrian and bicycle facilities along Round Pond Road, Blind Rock Road, and Bay Road. An off-road concept was also identified between the college and Blind Rock Road through an existing development and vacant parcel of land. The physical constraints of the roadways studied to make the connection from SUNY Adirondack to the Route 9 Commercial Corridor, combined with the lack of a clear need as noted by the student survey progressed by this study make this connection less of a priority than the others focus areas.

2.0 GOALS AND OBJECTIVES

This study seeks to determine the feasibility and develop recommendations to expand pedestrian and bicyclist mobility in three key areas within the Town of Queensbury.

1) Improvements to Gurney Lane Road between West Mountain Road and US Route 9
2) A connection between the Warren County Municipal Center and the Warren County Bikeway
3) Improved connections between SUNY Adirondack, Fowler Square, and the Route 9 commercial corridor

Alternative modes of transportation such as bicycling (including e-bikes, scooters, etc.) have been growing in popularity recently. These areas are currently isolated and do not have pedestrian or bicyclist facilities between them, nor do they have roadways that exhibit adequate width for pedestrian or bicyclist travel as they are currently configured.

3.0 INVENTORY OF EXISTING CONDITIONS

On November 6, 2024, B&L staff performed a site visit to the three study areas and collected existing conditions data using the mobile application ArcGIS Survey 123. The data collected included photos, GPS coordinates, roadway measurements, existing multi-modal amenities if present, distances from pavement edge to an obstruction and drainage conditions. In addition to the field collected data, traffic volume and vehicle speeds were obtained from the NYSDOT Traffic Data Viewer for the project area roadways, to determine the applicability of the multi-use facilities to be considered.

Figure 3-1– Project Location Map

3.1. Gurney Lane to Warren County Municipal Center

Figure 3-2: Gurney Lane Road

Gurney Lane Road between West Mountain Road and Route 9 is currently challenging for bicyclists and pedestrians due to the high traffic volumes, restricted shoulder width, and the crossings of the Northway (I-87) on and off ramps. The corridor is a key focus area for this study as it provides a direct connection between the Gurney Lane Recreational Area, the Rush Pond Trail System, and the Warren County Municipal Center (WCMC). Gurney Lane is classified as a Principal Arterial that supports an Annual Average Daily Traffic (AADT) of 10,839 vehicles per day (vpd), an 85th percentile speed of 38 mph, 12 ft. travel lanes, and 4 ft. shoulders. To the east of the bridges over I-87, the corridor leads into a high-traffic, four-way intersection between Route 9, Gurney Lane Road, and the Municipal Center. Currently the roadway and the intersections do not provide any formalized accommodations for pedestrians or bicyclists.

A total of 13 constraints were documented along the corridor that will need to be taken into consideration when evaluating potential pedestrian and bicycle improvements. The constraints include six utility poles, four locations with 1:3 or steeper slopes on both the north and south sides of the roadway, two fire hydrants and, an electrical box. Under the roadway between the Rush Pond Trail Head parking area and the Northway ramps, a drainage pipe runs perpendicular to the roadway where its opening connects to what appears to be an asphalt drainage area on the north side of the roadway. No drainage structures were apparent on the south side of the roadway. From our field reconnaissance and review of the available GIS mapping it generally appears that there is the possibility for a separated shared use path along the south side of Gurney Lane Road. Between West Mountain Road and the Northway ramps there is one privately owned parcel (Schermerhorn Residential Holdings, LP) that is approximately 60 ft. south of the roadway. All property between the Northway Ramps and the Warren County Municipal Center is publicly owned by New York State or Warren County.

Figure 3-3: Gurney Lane Study Area

3.2. Warren County Municipal Center to the Warren County Bikeway

An off-road connection between the Warren County Municipal Center and Warren County Bikeway (WCB) was identified as a priority option with on-road connection via Glen Lake Road as the secondary option to make this connection. A review of the online Warren County GIS database shows that there is a vacant parcel of land to the northeast of the Warren County Municipal Center. This 43-acre forested undeveloped area could be an ideal property to provide an off-road connection to the WCB.

Glen Lake Road, classified as an Urban Local Street, was evaluated as a potential secondary route to connect the Warren County Municipal Center to the Warren County Bikeway. The roadway consists of 10 ft. travel lanes and 3 ft. shoulders and was recently repaved. Vegetation, including shrubs and large trees, is present along both sides of the corridor. Encroachment into the roadway clear zone is common, with vegetation located less than 10 ft. from the edge of pavement in several areas. The north side of the corridor exhibits predominantly uphill terrain, with steep slopes beginning as close as 3 ft. from the pavement edge in many locations. On the south side, the terrain varies between flat areas and gentle to moderate downhill slopes, beginning as close as 5 ft. from the edge of pavement. Utilities are primarily located along the north side of the corridor, with overhead lines crossing to the south at several locations. Utility poles are generally located approximately 10 ft. from the pavement edge. A concrete retaining wall is also present on the north

Figure 3-4: Glen Lake Road
Source: Google Street View

side of the roadway near house number 83, located approximately 8 to 10 ft. from the edge of pavement.

3.3. Route 9 commercial corridor to SUNY Adirondack

Another segment that was studied was a potential connection between the Route 9 commercial corridor and SUNY Adirondack Campus. This was requested to investigate the feasibility of a formalized, non-motorized route between the two locations for students and employees of the college. Beginning at Route 9, the study route follows Round Pond Road, which navigates through heavily wooded terrain and features a winding alignment. This roadway is lined with sparse residential properties adjacent to the corridor and bisects through the Glens Falls Country Club. The connecting route then transitions to Blind Rock Road, which also follows a winding roadway alignment through wooded areas and is similarly lined with a limited number of residential homes. From Blind Rock Road, the route intersects Bay Road. The stretch from Blind Rock Road to College Drive along Bay Road consists of a long, flat, three-lane corridor characterized by open fields and a few driveways along the route. The connection then turns east onto College Drive, where the land use shifts to predominantly campus properties with commercial buildings. An alternative route from Blind Rock/Bay Road intersection down Haviland Road to College Drive was also evaluated. To each side of Haviland Road open fields to the south run adjacent to the roadway and vegetation to the north.

Figure 3-5: Rt. 9 to SUNY Adirondack Study Area

3.3.1. Round Pond Road

Round Pond Road is classified as an Urban Minor Arterial with an AADT of 4,331 vpd and an 85th percentile speed of 30 mph. It is noted that this speed data was collected just east of the Route 9 intersection and includes speeds from vehicles that are slowing down as they approach the intersection or speeding up as the depart from the intersection. This is not an accurate free flow speed of this roadway corridor.

Figure 3-6: Round Pond Road

The roadway includes 11 ft. wide travel lanes and 4 ft. wide shoulders between Route 9 and Birdsall Road. East of Birdsall Road to Mannis Road, the shoulder widens to 5 ft., and this segment serves as part of the Warren County Bikeway. Designated pedestrian facilities are absent along the corridor, though "Share the Road" (W11-1L) signage is present. A total of 40 obstructions were identified within 15 ft. of the roadway. These include 15 utility poles, eight locations with steep slopes, five areas with trees or vegetation, three guide rails, three raised garden beds, two utility boxes, two light poles, one fire hydrant, and one guy wire.

3.3.2. Blind Rock Road

Blind Rock Road is classified as an Urban Minor Arterial, with an AADT of 6,257 vpd and an 85th percentile speed of 49 mph. The roadway consists of 11 ft. travel lanes with 4 ft. shoulders. Much of the corridor is bordered by dense wooded areas on both sides, with terrain sloping uphill to the north and either flat or descending to the south. On the north side, portions of the corridor appear to have previously contained drainage ditches that have since been filled in. Closer to Mannis Road, poor drainage was observed along the north side, with standing water accumulating in areas of ineffective runoff management.

Figure 3-7: Blind Rock Road

The survey documented 22 total obstructions within 15 ft. of the roadway. These include seven utility poles, seven steep slope locations, three areas with dense brush or heavy vegetation, two locations with stone walls or structures, two guide rails, and an electrical box, which appears to be non-operational.

3.3.3. Bay Road

Figure 3-8: Bay Road

Bay Road is classified as an Urban Minor Arterial, with an AADT of 5,271 vpd and an 85th percentile speed of 51 mph. The corridor includes three 12 ft. lanes: one travel lane in each direction and a two-way left-turn lane. On-road bike lanes are present along both the east and west side of the roadway, with a width that varies between 4.5-5 ft. on the east side, while the west side has a shoulder that ranges from 3-4.5 ft. According to available ROW GIS boundary mapping, the ROW width varies between 85-90 ft. throughout the corridor with 15-20 ft. of available ROW between the pavement edge and the boundary in most places. There is a narrow section of ROW that is only 60 ft. wide in front of the Church of the King property and the northern driveway entrance to SUNY Adirondack.

The east side of the corridor features an open drainage swale beginning at the edge of the pavement and transitioning to an approximate 1:4 slope. The centerline of the swale is located approximately 10 to 12 ft. from the pavement edge. Toward the northern end of the corridor, an agricultural field borders the roadway to the east.

On the west side, conditions vary significantly. Much of the area is heavily wooded, with steep slopes descending away from the roadway. At the base of these slopes, wetlands appear to be present. Further north, the terrain transitions to flatter ground, with a limited number of commercial driveways and open, grassed lawns. An open swale is also present near the Fowler Square properties, with its center just over 15 ft. from the edge of the pavement. A total of 26 roadside obstructions were identified within the corridor. These include ten utility poles, eight steep slope locations, two data points that indicate approximately 1,500 ft. of wooded area along the west side, two fire hydrants, and one segment of guide rail extending approximately 640 ft. Additional features documented include a rock face, a culvert, and Halfway Creek that runs parallel to Bay Street. Of the 27 obstructions, 15 are situated on the west side of the roadway, while 12 are on the east side.

3.3.4. Haviland Road

Haviland Road was evaluated as a potential alternative route to connect with SUNY Adirondack from Blind Rock Road. The roadway is classified as an Urban Minor Arterial, with an 85th-percentile speed of 53 mph and an AADT of 4,459 vpd. The roadway configuration includes 11 ft. travel lanes and 4 ft. shoulders and was recently reconstructed. Vegetation, including trees and shrubs, is present along the north side of the corridor, approximately 10 ft. from the edge of the roadway. The south side predominantly borders an agricultural field. The reconstruction appears to have raised the roadway's elevation compared to the previous grade, resulting in an abrupt 2 ft. drop from the edge of pavement to the existing ground. Notably, along the south side, a cluster of large trees are located approximately 8 ft. from the roadway's edge. Six obstructions were documented along the corridor, including two utility poles, two areas with vegetation encroachment, one fire hydrant, and one steep slope.

3.3.5. College Drive

College Drive serves as the primary access route through the SUNY Adirondack campus, extending from Bay Road to Haviland Road and featuring a central roundabout. Between Bay Road and the roundabout, the roadway is 12 ft. wide, lacks shoulders, and lacks lane striping. Obstructions documented along this segment include four light poles , steep slopes on either side of the driveway entrance near Bay Road. Between the roundabout and Haviland Road, the roadway consists of 11 ft. wide travel lanes with 2 ft. wide shoulders. This segment consists of adjacent grassed land and on both sides.

Figure 3-9: College Drive

3.4. Public Survey and Advisory Committee Involvement

An advisory committee consisting of officials from the Town of Queensbury, Warren County, NYSDOT, and SUNY Adirondack to offer advice and guidance to the study team during the duration of the study development. The team met several times to discuss the objectives, and provide feedback on the development and direction of the study.

This study overlapped with the Warren County Bikeway Modernization Study, which was completed in the fall of 2025. A broad public survey was included in that study which asked respondents to identify concerns and provide comments on the bikeway as a whole. Additionally, there were segments of this study that directly overlapped with the WCB study, such as the Round Pond Road segment. The Advisory Committee determined that the public involvement component of the WCB Modernization study was sufficient and should be incorporated into this study as appropriate.

Making connections was a key focus point of the public comments received for the WCB Modernization study. While those connections were largely focused on gaps in the bikeway, such as to downtown areas in Glens Falls, a connection to the Feeder Canal Trail, and the Country Club Road/Round Pond Road area, there were several direct requests to connect the Gurney Lane area to the WCB. The comments offered suggestions for the connections, such as using State Route 149 or Glen Lake Road, and noted benefits to the connections such as the expanded mountain biking area near Gurney Lane. Another commenter suggested a connection to SUNY Adirondack, although there was only one request for this connection to the WCB.

3.5. Crash Analysis

Crash data was reviewed for the roadway segments included in the study area for a three year period from 2021-2024. There were several crashes recorded during the study period, most of them occurring between motor vehicles. One reported crash involved a pedestrian on Blind Rock Road. This crash involved a vehicle striking a police officer who was responding to another vehicle crash on Blind Rock Road. The police officer sustained minor injuries. A summary of the crashes in each segment is listed in the table below.

Crash Summary (2021-2024)							
Crash Type (Collision with)	**Gurney Lane**	**Round Pond Road**	**Blind Rock Road**	**Bay Road**	**Haviland Road**	**College Drive**	**Gurney Ln & Route 9 Intersection**
Motor Veh.	22	7	15	18	0	2	18
Pedestrian	0	0	1	0	0	0	0
Deer/Animal	0	3	2	6	1	0	1
Guiderail	1	0	0	1	0	0	0
Ditch/Rock	1	0	0	0	0	0	0
Curb	0	1	0	0	0	0	0
Overturned	0	1	0	0	0	0	0
Utility Pole	0	1	1	0	0	0	0
Sign Post	0	2	0	0	0	0	0
Other Fixed Object	0	0	3	1	0	0	0
Total	**24**	**15**	**22**	**26**	**1**	**2**	**19**

3.6. Additional Studies

Additional past studies that overlap this study are shown below with a link provided if the study is available for review online.

1. Town of Queensbury Comprehensive Plan - November 2024
2. Warren County Modernization and Connectivity Plan for Multi-Use Trails
3. Exit 20 Corridor Management Plan
4. Warren County Pathway Corridor Project
5. Adirondack Gateway Safety Action Plan

4.0 RECOMMENDATIONS

Figure 4-1, below, shows the segments included in this study and the corresponding section of this report in which the recommended options are discussed.

Figure 4-1: Study Location Map

4.1. Gurney Lane to Warren County Municipal Center

As discussed in section 2.1, a connection along Gurney Lane from the Rush Pond Trailhead and Gurney Lane Recreational Area to the Warren County Municipal Center is a desired corridor to provide pedestrian and bicyclist improvements. NYSDOT has programed funding to replace the two bridges carrying Gurney Lane over I-87. The project is identified as PIN 124817 and has a current project letting date of September 2029. Ideally, the recommended option to link the WCMC would be incorporated into that reconstruction project. NYSDOT does not currently have a scope or draft plan to replace the bridges, but based on past bridge replacement projects and the importance of this traffic corridor, the new bridges will most likely be constructed adjacent to the existing bridges to maintain traffic flow on the existing bridges during construction. For the purposes of this study, the bridges are assumed to be built to the north of the existing bridges.

There are no pedestrian or bicyclist accommodations along the corridor currently, therefore the design of the new roadway and bridges should consider both needs during their development. The most practical accommodation is a shared use path (or sidepath) constructed adjacent to the new roadway, ideally on the south side of the road. The sidepath will accommodate both pedestrians and bicyclists on the same facility.

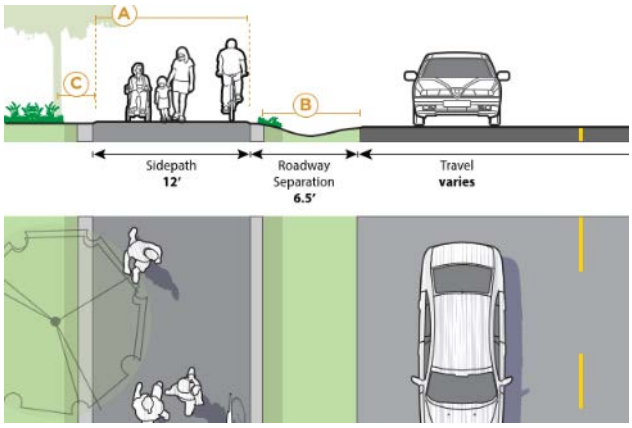


Figure 4-2: Sidepath Requirements

Source: Empire State Trail Design Guide

The Empire State Trail Design Guide recommends a path width of 10–12 ft. as shown in figure 4-2. A physical barrier (such as bollards or concrete) or a buffer space should be provided between the edge of the travel lane/shoulder of the roadway and the path. If a buffer is used it is preferred to be 6.5 ft. from the travel lane, with a minimum recommended width of 5 ft. A physical barrier, such as bollards or concrete barrier would reduce this offset requirement to 3 ft.

Figure 4-3: Recommended Bridge Section for Pedestrian and Bicyclist Accommodations

Figure 4-3, above, shows a rendering of a concept level cross section of Gurney Lane with two 12-foot vehicle travel lanes with 4-foot shoulders. A 4-foot buffer and snow storage space is included between the 12-foot sidepath (shared use path) and the edge of the shoulder. A curb is also included at the edge of the shoulder to delineate the pedestrian area from the roadway. Additional separation features such as a physical barrier or vertical bollards should be investigated during design. Figure 4-4, below, shows the reconstructed bridges built to the north of the existing bridges, and the sidepath concept on the south side of the new Gurney Lane bridges over I-87. An additional concept was considered where the existing bridges over I-87 would remain and be re-purposed for shared path use only, and new vehicle only bridges would be built to the north. However, it is not anticipated that NYSDOT or another

municipality would desire to maintain the separate shared use path bridges and therefore, this concept was not progressed further.

Figure 4-4: New Bridge Concept with a sidepath on the southern side of the realigned Gurney Lane

The path will have roadway crossings at West Mountain Road, the I-87 on-ramp, and at Route 9. All crossings should include high-visibility crosswalk markings. The West Mountain Road and I-87 on-ramp crossings (shown in figure 4-5) are stop controlled for vehicles and are not recommended to include bike path/pedestrian warning signs according to the Manual on Uniform Traffic Control Devices (MUTCD). The existing volumes do not currently meet the thresholds for additional crossing warning measures, such as Rapid Rectangular Flashing Beacons. However, the crossing warning treatments should be re-evaluated during the design phase and based on the proposed conditions of the project. The crossing located at Route 9 should be incorporated into the existing signalized intersection and include pedestrian signal heads, push buttons, and marked crosswalks as shown below. The entrance to the Warren County Municipal Center is currently being re-designed by the County DPW and any crossing of Route 9 should be aligned with the new configuration of the entrance.

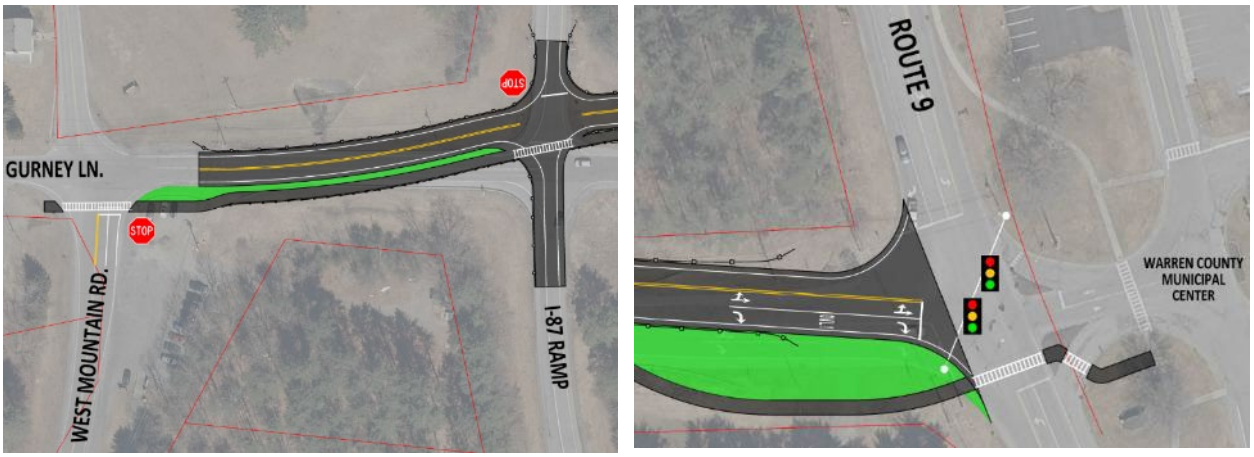


Figure 4-5: West Mountain Road/I-87 Crossing Concepts (left) and Route 9 Crossing Concept (right)

An additional consideration is included in the two traffic studies that have been completed in this area, listed as studies 3 and 4 in section 3.6 of this report. Both of the studies include roundabout alternatives at the intersections of the I-87 ramps and Gurney Lane, and at Gurney Lane and Route 9. While not typically viewed as positively as a traffic signal with pedestrian accommodations, roundabouts do offer safety improvements for pedestrians and bicyclists over the current conditions. The approach roads into a roundabout typically include shorter crossing distances, refuge islands, and when combined with Rectangular Rapid Flashing Beacons and/or a raised crosswalk, improve pedestrian and bicyclist safety within the crosswalk.

4.2. Warren County Municipal Center to the Warren County Bikeway

As discussed in section 2.2, the large vacant parcel to the north east of the WCMC would be an ideal location to build an off-road path to the WCB. However, this property is currently privately owned and zoned as residential. An agreement or sale with the current owner would be necessary before this connection could be realized.

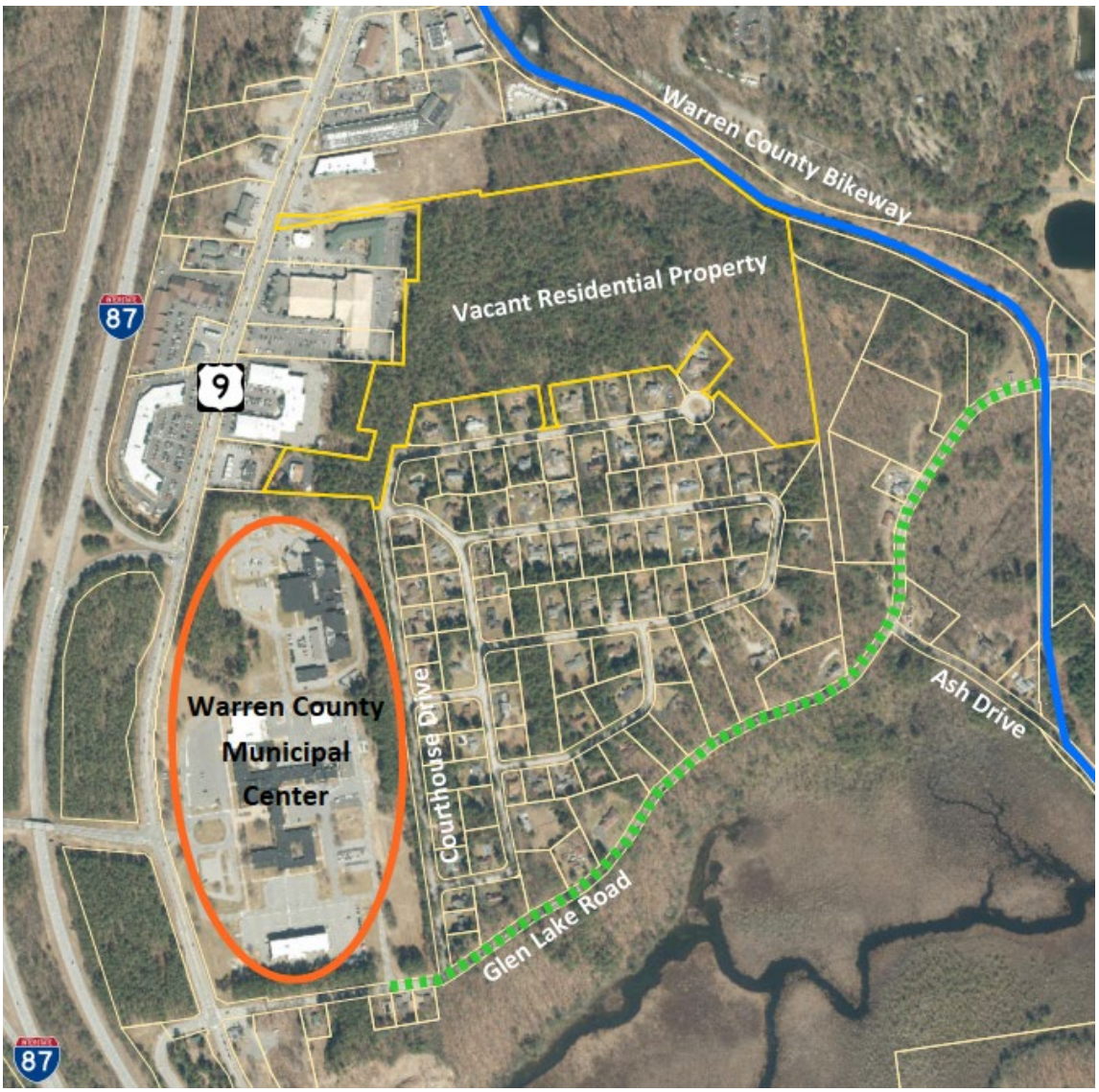


Figure 4-6: WCMC to WCB connection options

The secondary connection option along Glen Lake Road was reviewed for the possibility of an on-road connection between the WCMC and the WCB. The existing topography, sight distances, and narrow pavement and shoulder width would make an on-road bicycle connection challenging to construct and may not satisfy the goals of providing a bicycle connection that is comfortable for all levels of cyclists. Additionally, pedestrians do not typically prefer to use the shoulders of a roadway to walk on. A separated facility would provide the highest level of user comfort along Glen Lake Road. However, the existing terrain adjacent to the road includes steep slopes (both up and down from the road) on both sides, generally within 5 ft. of the edge of pavement. Additionally other obstacles such as utility poles, a concrete block retaining wall, and large trees are generally within 10 ft. of the edge of pavement. The recommended minimum width for a sidepath is 10 ft. with a minimum offset of 5 ft. from the travel lane meaning that a level area of at least 15 ft. is required adjacent to the roadway. This width is not sufficient to construct a sidepath here without incurring high construction costs, private property impacts, significant tree clearing, retaining walls, and large areas of cuts and fill.

Widening the existing roadway footprint to include the recommended widths for bike lanes is feasible in most locations along the corridor. Segments of slope widening or drainage ditch realignment may be necessary to achieve the minimum bike lane width of 4 ft. A 7 ft. width is generally preferred; however, is not practical in most locations along this roadway. While this treatment would improve bicycle access, it does not offer the same level of safety or comfort as a separated side path, and is generally not preferred amongst pedestrians. At this time, widening the existing shoulders of Glen Lake Road is the most reasonable improvement to bicyclist and pedestrian connectivity between the WCMC and the WCB.

4.3. Route 9 commercial corridor to SUNY Adirondack

The desired connection between the Route 9 commercial corridor and SUNY Adirondack was initially investigated with alternative alignments along Round Pond Road, Blind Rock Road, and Bay Road. The primary objective is to provide a pedestrian and bicyclist connection between the college campus and the Route 9 Corridor for students and other residents at the campus to access this area without the need to rely on a car. The existing conditions and obstacles of this connection are discussed in section 2.3.

4.3.1. Student Outreach and Survey Results

In addition to the physical characteristics of the roadways, the study team conducted a survey of the student population and hosted a table at an event at the College on April 23, 2025, to raise awareness of the study and gather student opinions of the potential for improved non-motorized connectivity around the campus. One of the major takeaways from the conversations had during the event is that the WCB is viewed more as a recreational opportunity than a way to commute, and that students and staff at the college may commute by bike if there were more off-road options available. Current on-road options, such as the current configuration of Bay Rd., were reported to be unpopular options for bicycling.

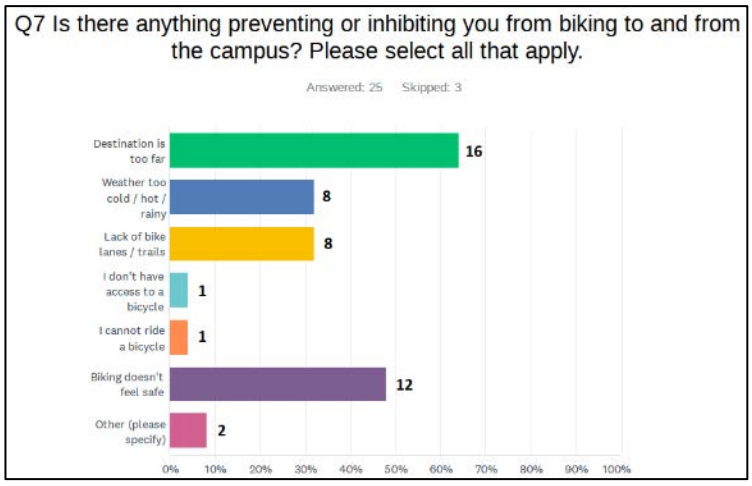


Figure 4-7: Sample Survey Question and Results

An online survey was also sent out to the student population at the college in advance of the event on April 23. The survey consisted of 10 questions regarding user information, how they commute to campus, and if they use the bus line or walk/bike to campus. In general, the small sample size of data collected indicated that there was not much current, or future interest in walking or bicycling to campus. The full results of the survey can be found in Appendix A.

Approximately 2100 students were enrolled at SUNY Adirondack in the spring 2025 semester. Location information on their assumed living location (based on mailing address provided to the college) indicated that approximately half of the student population lives in a community within 10 minutes travel time to the college, by car. These communities included Fort Ann, Fort Edward, Glens Falls, Hudson Falls, Lake George, Queensbury, and South Glens Falls. The remainder of the student population lived greater than a 10 minute drive to campus in areas such as Gansevoort, Saratoga Springs, Ballston Spa, Argyle, and Warrensburg. This data is significant in the fact that there is a large student population in the surrounding communities that could potentially utilize bicycle facilities to commute to the campus if desirable facilities were available.

4.3.2. Potential improvements and connections

The following roadways and corridors were identified as areas that could be improved to make the desired link between the SUNY Adirondack Campus, and other potential options to improve bike facilities around the campus.

4.3.2.1 Round Pond Road: Route 9 to Birdsall Road

This segment of Round Pond Road is approximately 0.5 miles long and does not have designated bicycle and pedestrian facilities. However, the existing shoulder width of 4-5 ft. is wide enough to support confident bicyclists and signage that pedestrians and bicyclists are to “share the road” are also present.

This type of signage is intended for roadway conditions in which bicyclists are likely to ride within the vehicular travel lane, and is therefore not recommended for road segments with wide shoulders or bike lanes. This segment has fairly significant overhead utility lines that run adjacent to the roadway and cross to the other side several times. The vegetation is trimmed back and the land is relatively level within the utility corridor. Adequate width for a shared use path could be obtained, but the existing ROW widths are too narrow to construct without acquisitions. The most feasible and cost effective option is to increase the width of the roadway shoulders to improve bicycle access along this segment. The existing shoulder should be widened to a 6-7 ft. width on both sides. A 2 ft. buffer between the travel lane and a 5 ft. bike lane could be added, or the entire bike lane could be 7 ft. wide. This additional width will improve the riding comfort for less experienced or confident bicyclists.

4.3.2.2 Round Pond Road: Birdsall Road to Country Club Road

This segment of Round Pond Road is signed as part of the Warren County Bikeway and has been studied by Warren County as part of their Warren County Bikeway Modernization and Connectivity Plan. The plan identifies this segment as a priority location and recommends that a sidepath is installed on the south side of the roadway to link the two off road sections of the WCB that end at County Club Road to the south, and continues north from Birdsall Road. Please refer to the Warren County Bikeway Modernization and Connectivity Plan for further details on this section. Figure 4-8 below, shows a rendering of the sidepath on the south side of Round Pond Road.

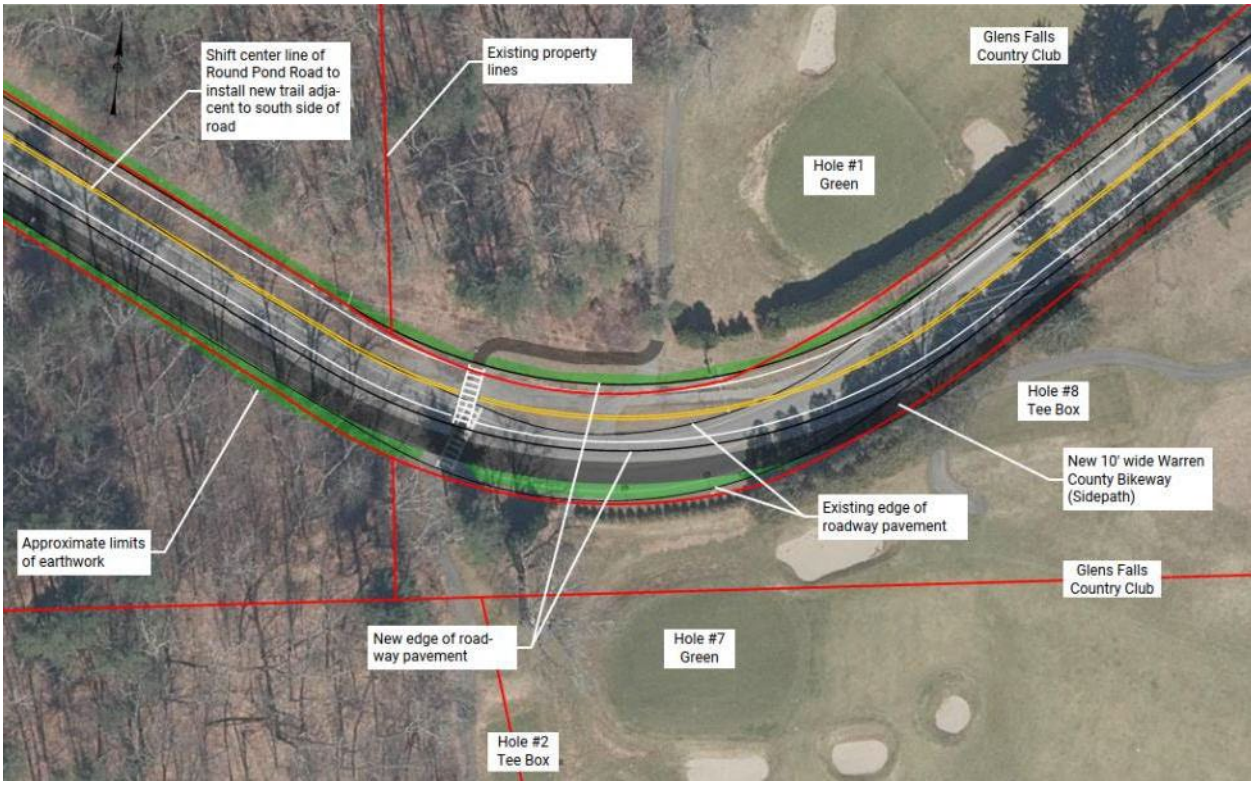


Figure 4-8: Concept of Sidepath on South side of Round Pond Road.

4.3.2.3 Blind Rock Road

Blind Rock Road has similar characteristics to Round Pond Road, but with varying terrain such as steep slopes both up and down from the roadway with drainage ditches also present. In some locations, the steep down slopes are 3 ft. from the edge of pavement, meaning any type of improvement in this area will require fill to be added to stabilize the roadway and improvement chosen. Ideally, an off-road bicyclist and pedestrian facility would be built adjacent to the roadway to provide a continuous off-road path from SUNY Adirondack to the WCB and eventually the Route 9 corridor. However, due to constraints such as the steep terrain adjacent to the roadway, acquisition of ROW, and lack of a current need, an off-road pedestrian and bicycle path is not currently recommended for this segment. Instead, widening the current shoulders from 4 ft. to 6 or 7 ft., as recommended for Round Pond Road, will provide increased bicyclist comfort while riding along Blind Rock Road.

4.3.2.4 Potential Off-Road Path and Future Connection

The final improvement option investigated consists of utilizing the existing roadway and sidewalk network with the Cedars Senior Living Community that is on the west side of Bay Road, across from the SUNY Adirondack Campus. A potential connection to Blind Rock Road was identified through a vacant property to the west of the Cedars Community. This property has frontage on Blind Rock Road, a short distance from where the WCB intersects, making this a potential off-road alternative to using the entirety of Blind Rock Road. This property is currently undeveloped and could be feasible if a public entity acquired the property or when the owner of this property looks to make improvements.

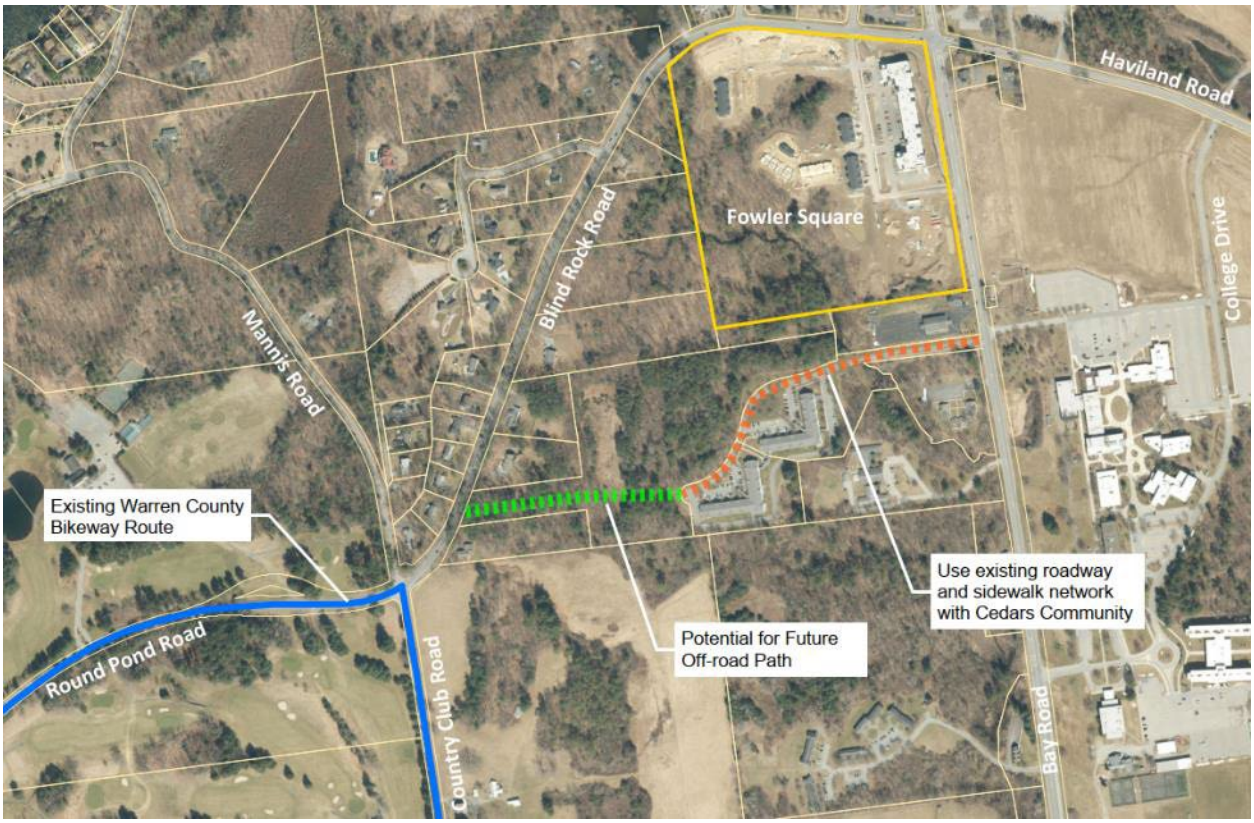
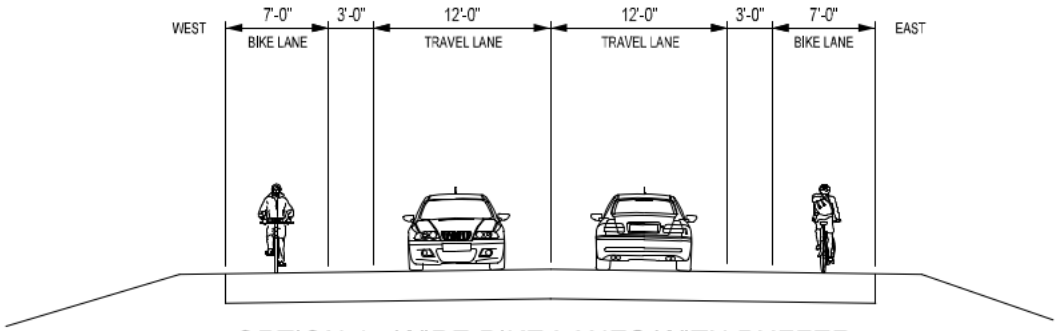


Figure 4-9: Potential Off-road Connection from SUNY Adirondack to WCB

4.3.2.5 Bay Road

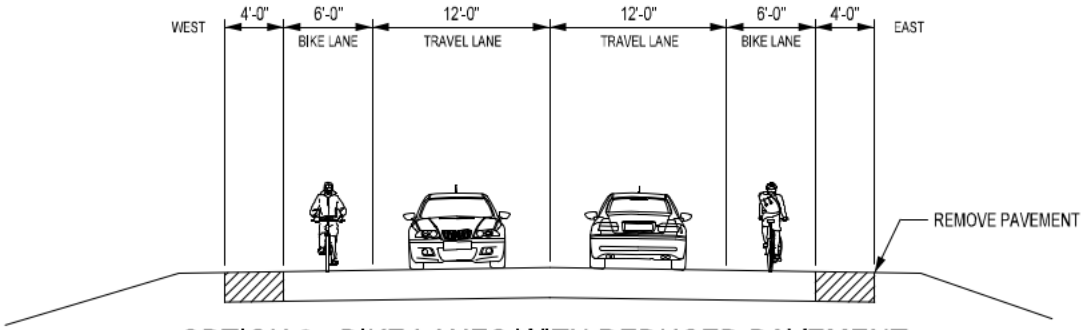
Bay Road presents an opportunity for pedestrian and bicyclist facilities to be built within the existing roadway footprint and County right-of-way. The north-south oriented roadway already has a marked bike lane on the east side of the roadway and an average existing pavement width of about 44-45 ft., as described in section 2.3.3. The existing Two-Way Left Turn Lane (TWLTL) through the study limits serves four driveway entrances in this 3,000 ft. segment of roadway. Removing this lane would allow for several reconfigurations of the existing pavement allocation, including the installation of wide bicycle lanes on both sides of the road, a cycle track with an adjacent sidewalk, and the removal of a strip of pavement and repurposing a portion of the pavement as a sidepath. A traffic study should be performed to determine if dedicated turning lanes are needed at these driveway entrances. According to NYSDOT roadway classifications, Bay Road is as an Urban Minor Arterial. However, for design purposes, this roadway is more rural in setting and design standards for rural settings should be used instead of for an urban roadway.

Four options for Bay Road were identified to review as part of this study. They are discussed below and all of them involve removing the TWLTL and re-purposing the uses within the existing pavement footprint.



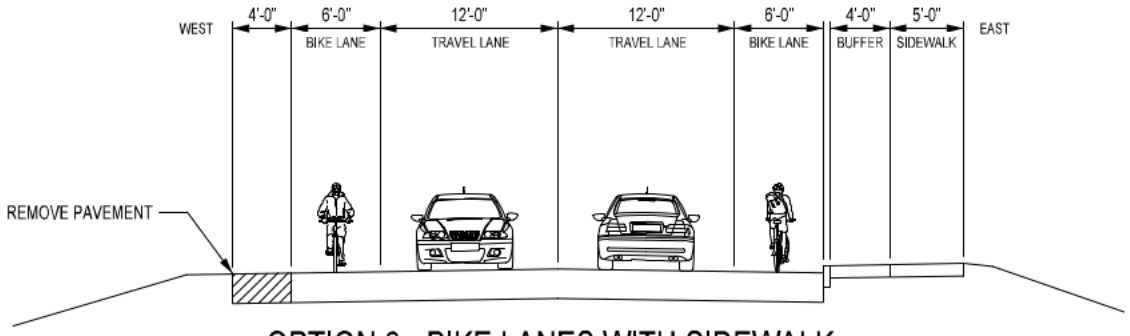
OPTION 1 - WIDE BIKE LANES WITH BUFFER

This option includes centering the two 12 ft. travel lanes on the existing crown of the road. Two 7 ft. wide bike lanes would be installed on both sides of the roadway separated from the travel lanes by a 3 ft. striped buffer. This option would accommodate bicyclists, but not pedestrians, within the existing pavement footprint.



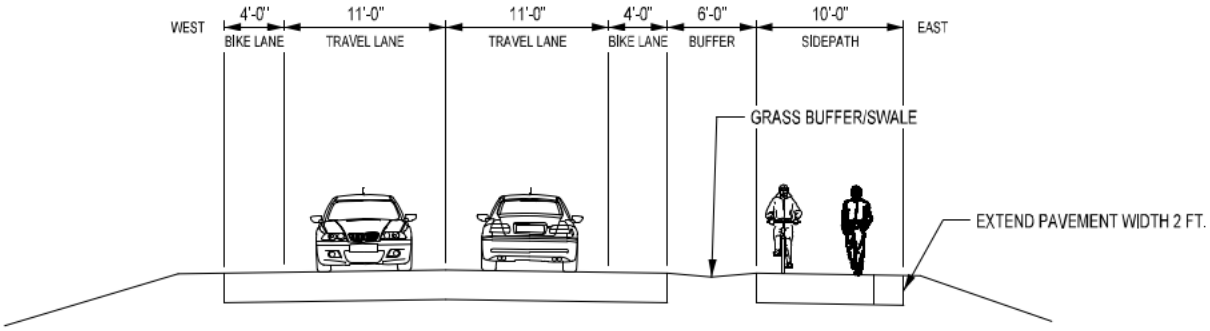
OPTION 2 - BIKE LANES WITH REDUCED PAVEMENT

Option 2 is similar to option 1 with the configuration of the vehicular travel lanes. However, the outside bike lanes would be directly adjacent to the travel lanes with no buffer and would be narrowed to 6 ft. wide instead of 7. Approximately 4 ft. of pavement would be removed on each side of the roadway. This configuration would narrow the entire roadway corridor and may result in lower vehicle travel speeds and a reduced pavement area to maintain.



OPTION 3 - BIKE LANES WITH SIDEWALK

This option includes the features mentioned in Option 2, but adds a sidewalk and curb on the east side of the road with a 4 ft. buffer from the bike lane for snow storage. This sidewalk should be installed on the East side of the roadway to provide access to SUNY Adirondack. The pedestrian accommodations between the college and Fowler Square (located in the southwest corner of Bay Road and Blind Rock Road, is an important link as this area is growing in size and provides housing options for the students attending the college.



OPTION 4 - SHIFT TRAVEL LANES WITH SIDEPATH

Option 4 includes maintaining the west edge of pavement in its current location. The two-4 ft. shoulders and two-11 ft. travel lanes would be shifted to the west and the roadway would have to be re-surfaced to shift the crown to the center of the travel lanes. A 10 ft. wide sidepath would then be added on the east side of the roadway separated by a 6 ft. wide grass buffer and swale between the edge of the shoulder and the sidepath. Drainage infrastructure would need to be installed in this swale area. The sidepath would require a 2 ft. widening of the existing pavement.

Adding pedestrian and bicyclist accommodations along Bay Road could have a significant impact on how students at SUNY Adirondack commute from Fowler Square to the main college campus. There are no current pedestrian facilities and the bicycle option is only on the east side of the road for travel to the north. This leaves vehicle travel as the main mode of transportation. Of the options previously

considered to improve both pedestrian and bicyclist mobility, Option 4 would provide the greatest benefit to pedestrian and bicyclist mobility along Bay Road.

If pedestrian facilities are installed on Bay Road, then pedestrian crossings should be installed at key locations, such as at the northern entrance to SUNY Adirondack and Fowler Square. These mid-block crossing locations should consist of marked crosswalks and Rectangular Rapid Flashing Beacons based on the existing travel speeds along Bay Road.

5.0 ESTIMATED COSTS

The following table represents the estimated construction and design costs for the segments noted in the table below, and the descriptions of the recommended work noted in section 4. The costs are separated by the cost of each general item of proposed work. The overall costs are separated into three categories, an itemized construction subtotal, followed by additional costs if a private contractor were to perform the work, and a total cost if federal aid were received. The itemized construction subtotal assumes that the project sponsor could perform this work with their crews for this approximate cost, including materials and labor. The grant-aided cost includes all of the necessary construction costs, and the additional engineering/survey/permitting and construction inspection costs to meet the federal or state aid contract requirements and approvals.

Town of Queensbury - Pedestrian and Bicyclist Improvements Cost Estimate						
Items of Work / Road Segment	**Gurney Lane West**	**Gurney Lane East**	**Glen Lake Road**	**Round Pond Road**	**Blind Rock Road**	**Bay Rd option #4**
ASPHALT	$ 41,000	$ 60,000	$ 697,000	$ 357,000	$ 492,000	$ 439,000
SOIL RESTORATION	$ 7,000	$ 8,000	$ 5,000	$ 2,000	$ 6,000	$ 56,000
DRAINAGE	$ 42,000	$ 56,000	$ 178,000	$ -	$ 146,000	$ 455,000
CLEARING & GRUBBING	$ -	$ -	$ 200,000	$ 20,000	$ 100,000	$ -
GUIDERAIL	$ -	$ -	$ 139,000	$ -	$ -	$ -
SIGNS AND STRIPES	$ 5,000	$ -	$ 24,000	$ 17,000	$ 20,000	$ 71,000
PEDESTRIAN SIGNALS	$ -	$ 30,000	$ -	$ -	$ -	$ -
ITEMIZED CONSTRUCTION SUBTOTAL:	**$ 95,000**	**$ 124,000**	**$ 1,243,000**	**$ 396,000**	**$ 764,000**	**$ 1,021,000**
FIELD CHANGE ORDER (**5**%)	$ 4,750	$ 6,200	$ 62,150	$ 19,800	$ 38,200	$ 51,050
MOBILIZATION (USE **4**%)	$ 4,000	$ 5,300	$ 52,300	$ 16,700	$ 32,100	$ 42,900
CONTINGENCY / RISK (**10**%)	$ 9,500	$ 12,400	$ 124,300	$ 39,600	$ 76,400	$ 102,100
PRIVATE CONTRACTOR SUBTOTAL:	**$ 114,000**	**$ 148,000**	**$ 1,482,000**	**$ 473,000**	**$ 911,000**	**$ 1,218,000**
ENGINEERING / SURVEY / APPROVALS	$ 17,100	$ 22,200	$ 222,300	$ 70,950	$ 136,650	$ 182,700
CONSTRUCTION INSPECTION	$ 11,400	$ 14,800	$ 148,200	$ 47,300	$ 91,100	$ 121,800
FEDERAL-AID PROJECT COSTS:	**$ 142,500**	**$ 185,000**	**$ 1,852,500**	**$ 591,300**	**$ 1,138,800**	**$ 1,522,500**

The following assumptions were used to aid in the formulation of the construction and design cost estimate.

<u>Gurney Lane:</u>

- The segment of the shared use path along Gurney Lane from West Mountain Road to the intersection with the I-87 ramps, and from the bridges to Route 9 will be locally funded.
- It is assumed that the programmed Gurney Lane Road bridge over I-87 would provide the necessary widened bridge cross section to accommodate the shared use path.
- West Mountain Road to I-87 Ramps (West Segment)

  - The intersection of Gurney Lane and I-87 ramps will be relocated to the north, resulting in very little fill needed for the path to be built.
  - The crossing treatment for the I-87 ramps will be included in the intersection reconstruction cost.
  - Guiderail on the south side of the road will not be needed because of the realignment of the intersection.
- New Bridge over I-87 to Route 9 intersection (East Segment)
  - Gurney Lane will be relocated to the north, resulting in very little fill needed for the path to be built.
  - The existing traffic signal will remain and new pedestrian signals will be added by the local sponsor for the shared use path.

Glen Lake Road:

- Sawcut at the white line and add 4 ft. asphalt shoulders on both sides of the road. Increase the width of the shoulder to 5 ft. when guiderail is added.
- 2,150 ft. of guiderail is required on the southern side of Glen Lake Road.
- Drainage on the northern side of the roadway should consist of new swales and underdrain. In areas where steep slopes are in close proximity to the road, a gutter may be needed on the shoulder and can outlet into drainage swales.
- Assume 10 new drainage pipes will be installed crossing the road and driveways.
- Extensive earthwork to widen the shoulders is not required.

Round Pond Road (Route 9 to Birdsall Road):

- Widen shoulder by 3 ft. Mill existing shoulder and add top course for a consistent shoulder surface.
- No drainage work is required.
- Utility poles may need to be moved by the pole owner and will not be paid for by the sponsor.

Blind Rock Road:

- Widen existing shoulders by 3 ft. for a 7 ft. total shoulder width. Mill existing shoulder and add top course for a consistent shoulder surface.
- New drainage ditches will be needed on the north side of the road with pipes crossing the roadway and driveways.
- The existing culvert west of the intersection with Hunter Brook Ln. does not need to be extended. Two 6 ft. wide shoulders and 11 ft. wide travel lanes will fit between the existing guiderail.
- Additional guiderail is not needed.

Bay Road.

- Assumes 2 RRFB's are installed at mid-block locations.
- Limits of the new path extend from Blind Rock Rd. to College Dr.
- New drainage pipes and structures would be placed in the grass bugger strip between the road and the path.

- The existing roadway will need to be milled and resurfaced to install a traditional roadway crown.

6.0 FUNDING OPPORTUNITIES

NYSDOT Transportation Alternatives Program (TAP) Congestion Mitigation Air Quality (CMAQ), and Carbon Reduction Program (CRP) are available for projects that improve the quality of life of the community through the construction of pedestrian and bicycle facilities and pedestrian safety improvements. The program is a Set-Aside of funds from the Surface Transportation Block Grant Program. The FHWA has set aside a minimum of $1.4 Billion annually for this program through 2026.

- 20% Local Match
- Federal Aid Procedures Apply
- Design & Construction: Minimum = $500,000; Maximum = $5 Million

In 2023, $98 million was distributed across the state in TAP, Congestion Mitigation (CMAQ) and Carbon Reduction Program (CRP) funds. Please note that projects within Warren County are not eligible for CMAQ funding.

Active Transportation Infrastructure Investment Program (ATIIP) This FHWA funding program supports projects that connect active transportation networks, accelerating local plans to create safe and convenient walking and biking routes to everyday destinations and fill gaps in trails. In 2024, construction grants had a minimum total cost of $15 million and required a 20% local match. This program may change based on federal priorities.

Congressional/State Appropriations or Earmarks can be sought from federal or state congressional representatives. For federal appropriations, sponsors would need to follow the federal-aid process.

NYSOPRHP Recreational Trails Program (RTP) provides funding for the development and maintenance of recreational trails or trail-related facilities. RTP funding is available through the FHWA and administered by the New York Office of Parks, Recreation and Historic Preservation (NYSOPRHP). RTP funds can be applied for through the NYS Consolidated Funding Application (CFA). $3 million was available statewide during the 2025 CFA application period. Program elements include:

- 20% local match
- Federal-aid procedures apply
- Design & Construction costs: Minimum = $25,000; Maximum = $300,000

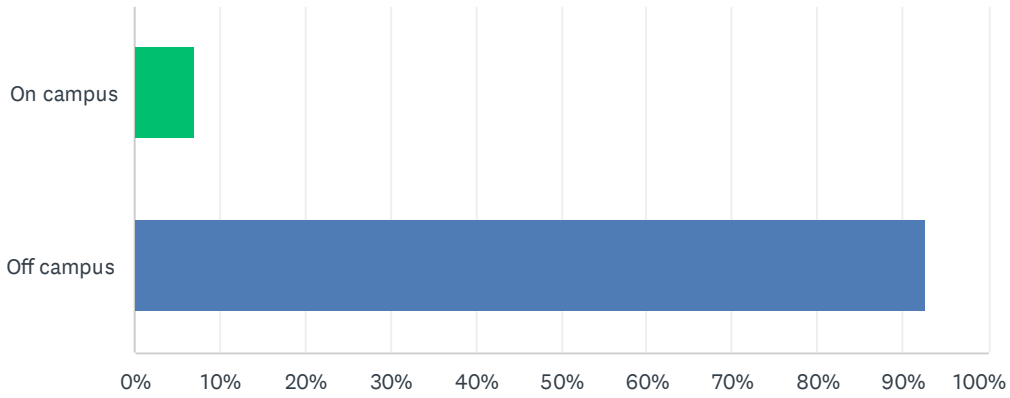
A/GFTC Make the Connection Program is available to assist municipalities with funding to improve the region's non-motorized travel network, including new sidewalk and trail connections, pedestrian safety improvements, and pavement marking improvements. The Make the Connection funding, available through the FHWA and administered by the A/GFTC, includes a 20% Local Match. The program total is $1.5m for the entire A/GFTC planning and program area. The next solicitation is anticipated for 2029-2030.

APPENDIX A

SUNY SURVEY RESULTS

Q1 Do you live on or off campus?

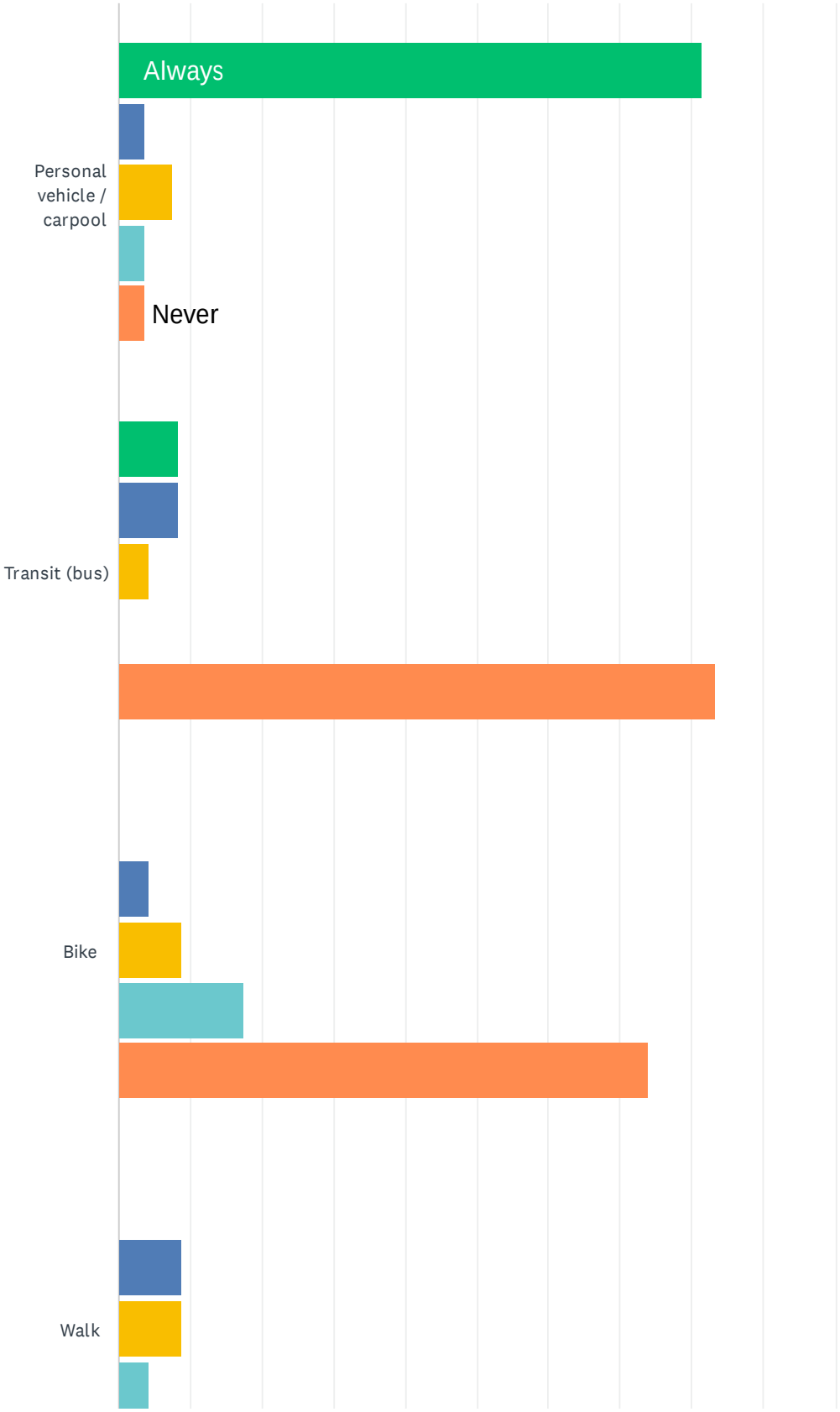
Answered: 28 Skipped: 0

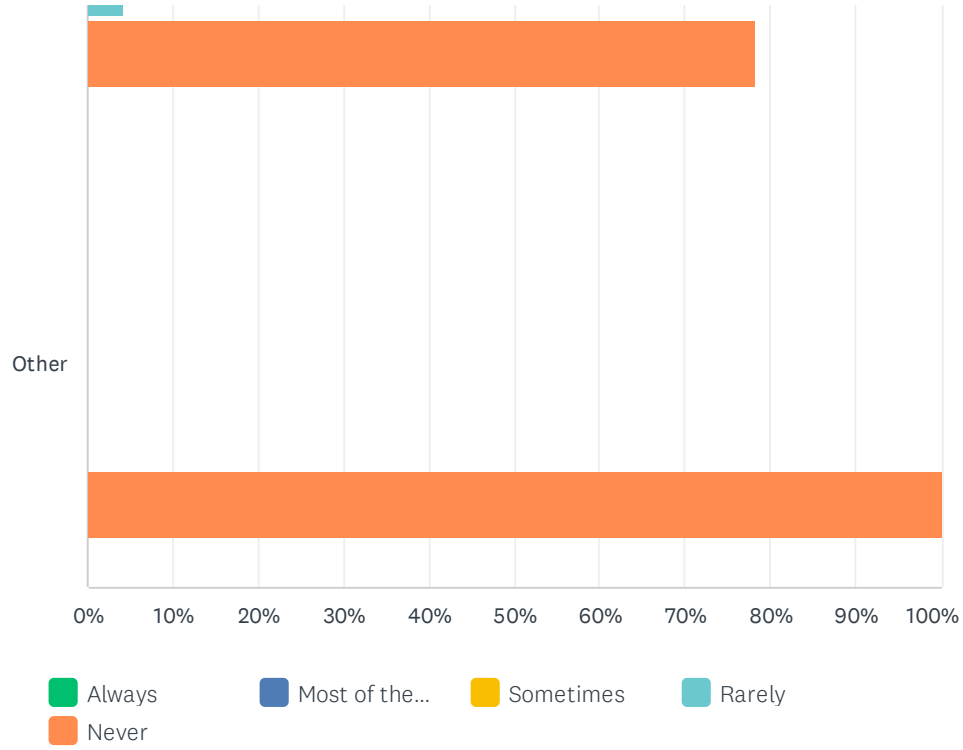


ANSWER CHOICES	RESPONSES	
On campus	7.14%	2
Off campus	92.86%	26
TOTAL		28

Q2 How do you travel to and from SUNY Adirondack?

Answered: 28 Skipped: 0

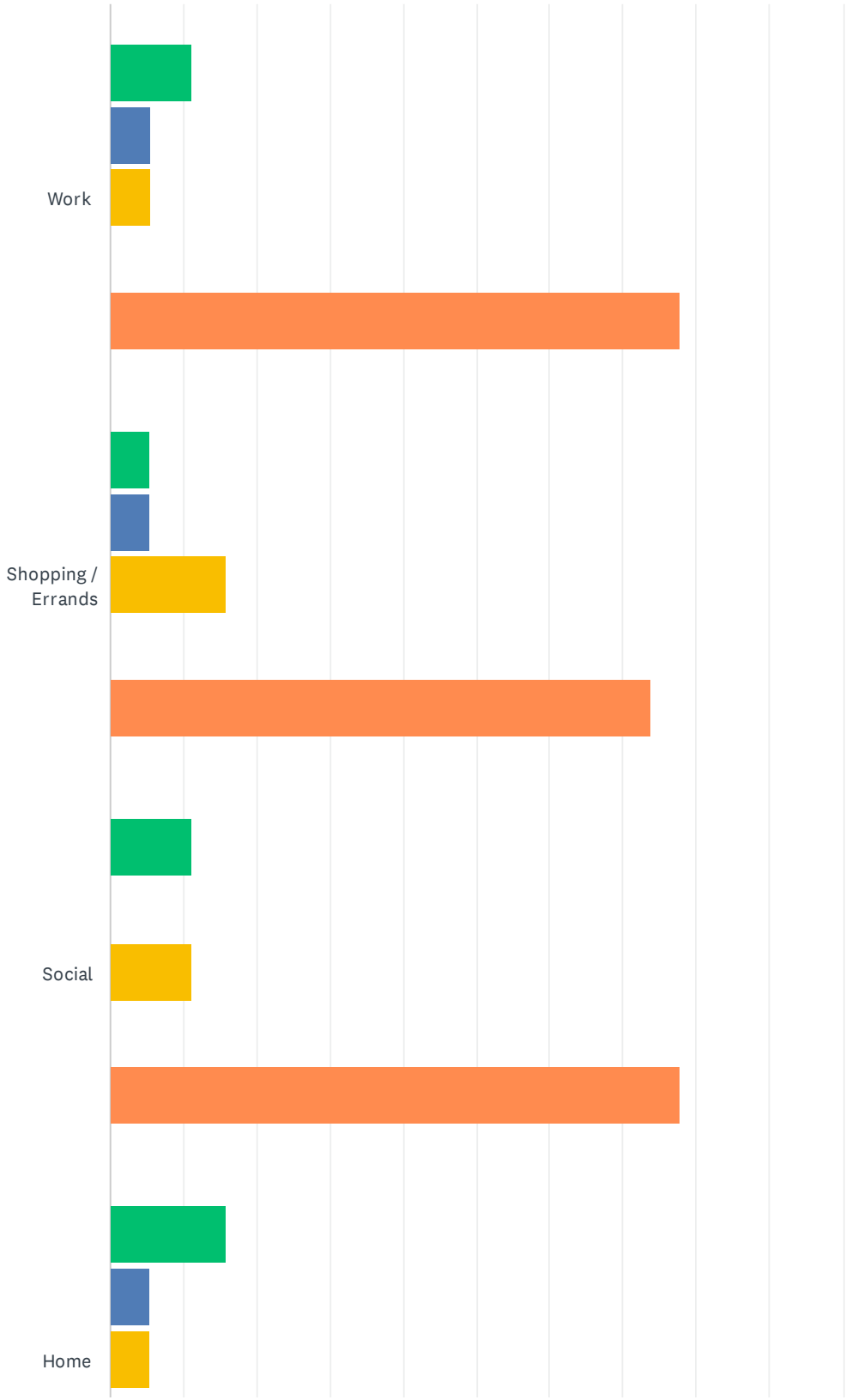


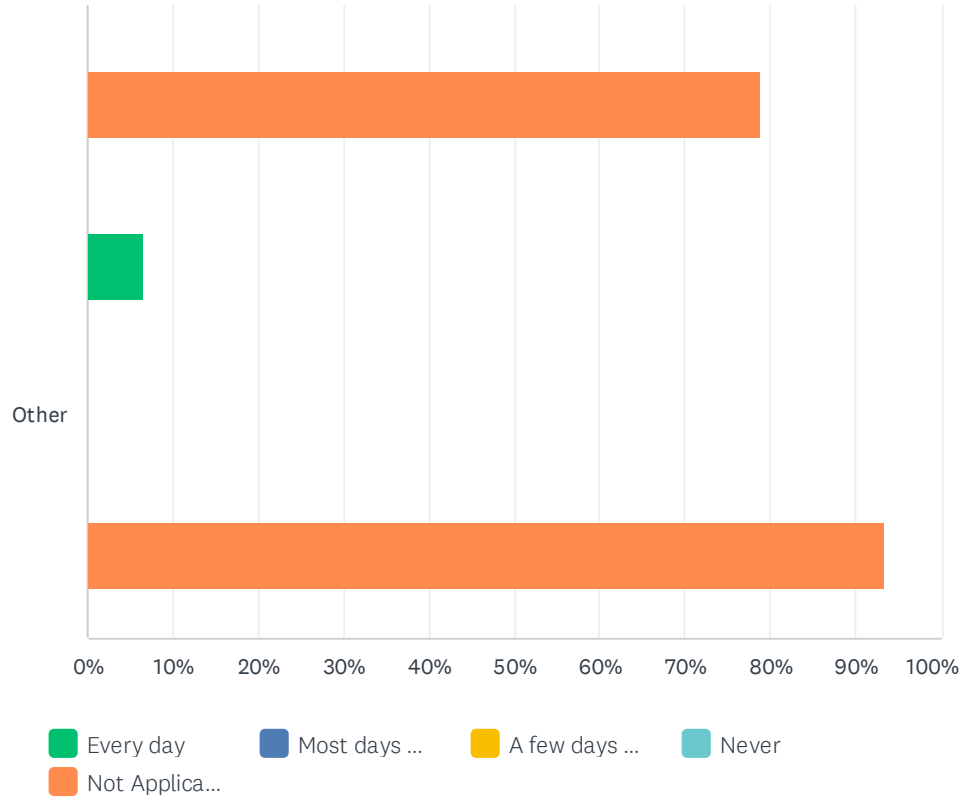


	ALWAYS	MOST OF THE TIME	SOMETIMES	RARELY	NEVER	TOTAL RESPONDENTS
Personal vehicle / carpool	81.48% 22	3.70% 1	7.41% 2	3.70% 1	3.70% 1	27
Transit (bus)	8.33% 2	8.33% 2	4.17% 1	0.00% 0	83.33% 20	24
Bike	0.00% 0	4.35% 1	8.70% 2	17.39% 4	73.91% 17	23
Walk	0.00% 0	8.70% 2	8.70% 2	4.35% 1	78.26% 18	23
Other	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 18	18

Q3 If you live on campus, please indicate how often you travel from campus for the following purposes per week.

Answered: 19 Skipped: 9

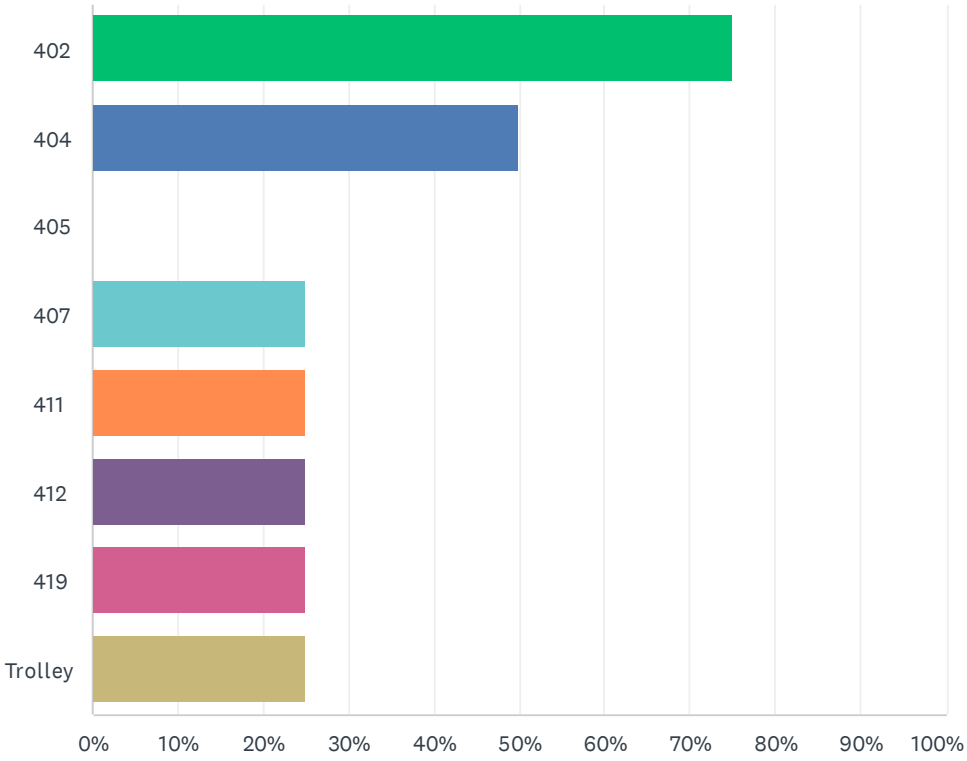




	EVERY DAY	MOST DAYS A WEEK	A FEW DAYS A WEEK	NEVER	NOT APPLICABLE	TOTAL RESPONDENTS
Work	11.11% 2	5.56% 1	5.56% 1	0.00% 0	77.78% 14	18
Shopping / Errands	5.26% 1	5.26% 1	15.79% 3	0.00% 0	73.68% 14	19
Social	11.11% 2	0.00% 0	11.11% 2	0.00% 0	77.78% 14	18
Home	15.79% 3	5.26% 1	5.26% 1	0.00% 0	78.95% 15	19
Other	6.67% 1	0.00% 0	0.00% 0	0.00% 0	93.33% 14	15

Q4 If you travel to and from campus by bus, what routes do you use? Please select all that apply.

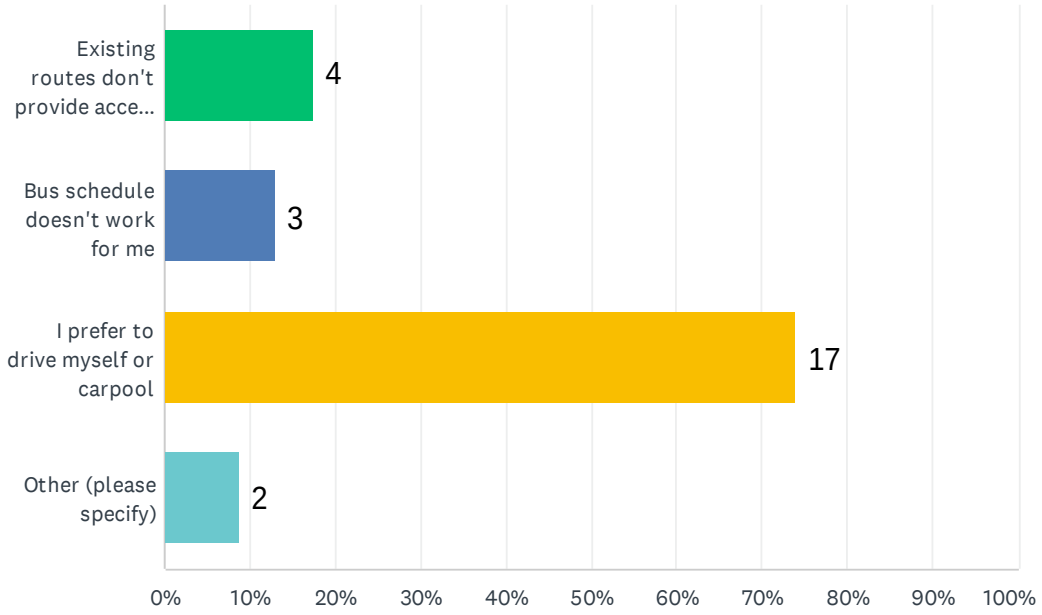
Answered: 4 Skipped: 24



ANSWER CHOICES	RESPONSES	
402	75.00%	3
404	50.00%	2
405	0.00%	0
407	25.00%	1
411	25.00%	1
412	25.00%	1
419	25.00%	1
Trolley	25.00%	1
Total Respondents: 4		

Q5 Is there anything preventing or inhibiting you from utilizing the CDTA Bus System to and from the campus? Please select all that apply.

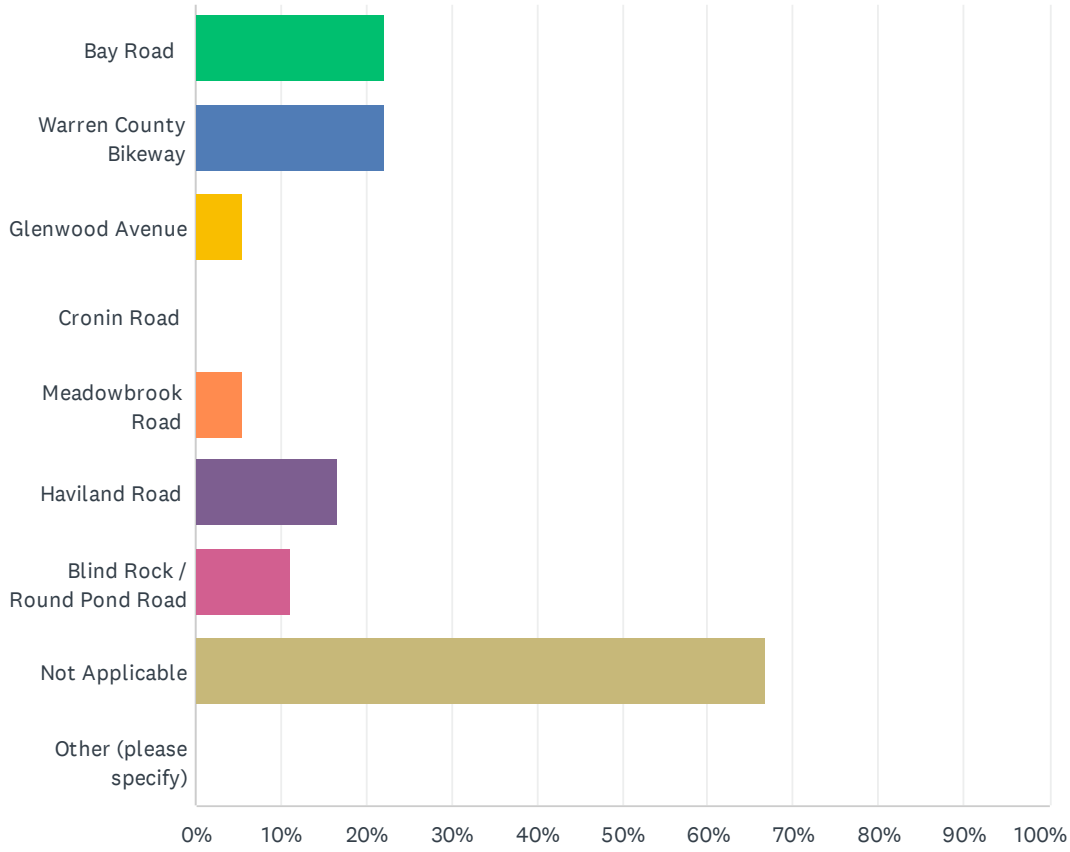
Answered: 23 Skipped: 5



ANSWER CHOICES	RESPONSES	
Existing routes don't provide access to my destination	17.39%	4
Bus schedule doesn't work for me	13.04%	3
I prefer to drive myself or carpool	73.91%	17
Other (please specify)	8.70%	2
Total Respondents: 23		

Q6 If you travel to and from campus by walking or biking, which roads near the campus do you use most often? Please select all that apply.

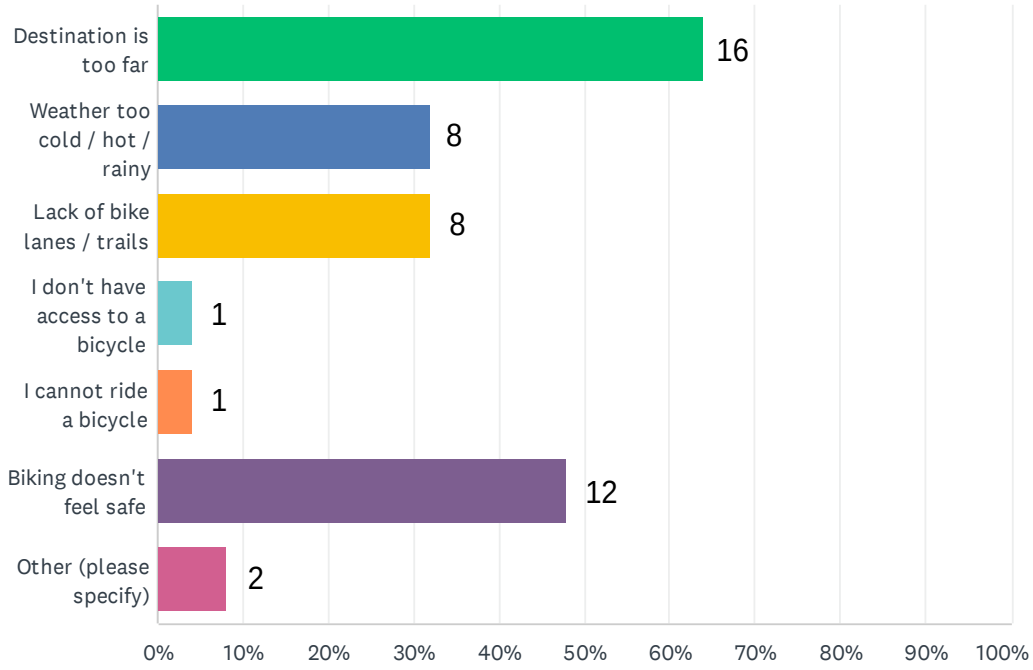
Answered: 18 Skipped: 10



ANSWER CHOICES	RESPONSES	
Bay Road	22.22%	4
Warren County Bikeway	22.22%	4
Glenwood Avenue	5.56%	1
Cronin Road	0.00%	0
Meadowbrook Road	5.56%	1
Haviland Road	16.67%	3
Blind Rock / Round Pond Road	11.11%	2
Not Applicable	66.67%	12
Other (please specify)	0.00%	0
Total Respondents: 18		

Q7 Is there anything preventing or inhibiting you from biking to and from the campus? Please select all that apply.

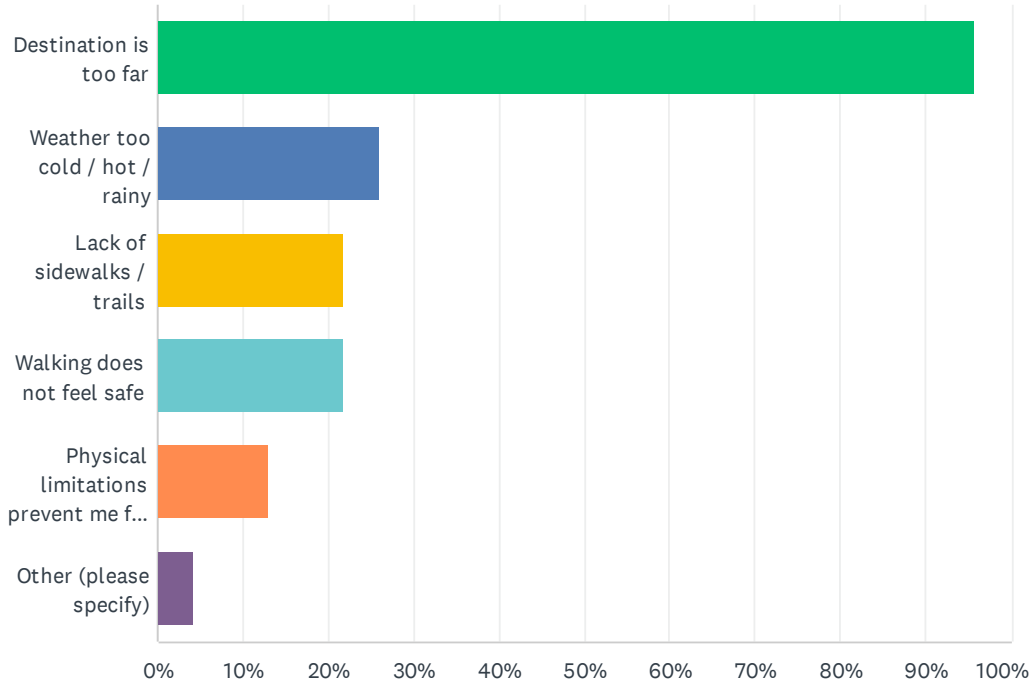
Answered: 25 Skipped: 3



ANSWER CHOICES	RESPONSES	
Destination is too far	64.00%	16
Weather too cold / hot / rainy	32.00%	8
Lack of bike lanes / trails	32.00%	8
I don't have access to a bicycle	4.00%	1
I cannot ride a bicycle	4.00%	1
Biking doesn't feel safe	48.00%	12
Other (please specify)	8.00%	2
Total Respondents: 25		

Q8 Is there anything preventing or inhibiting you from walking to and from the campus? Please select all that apply.

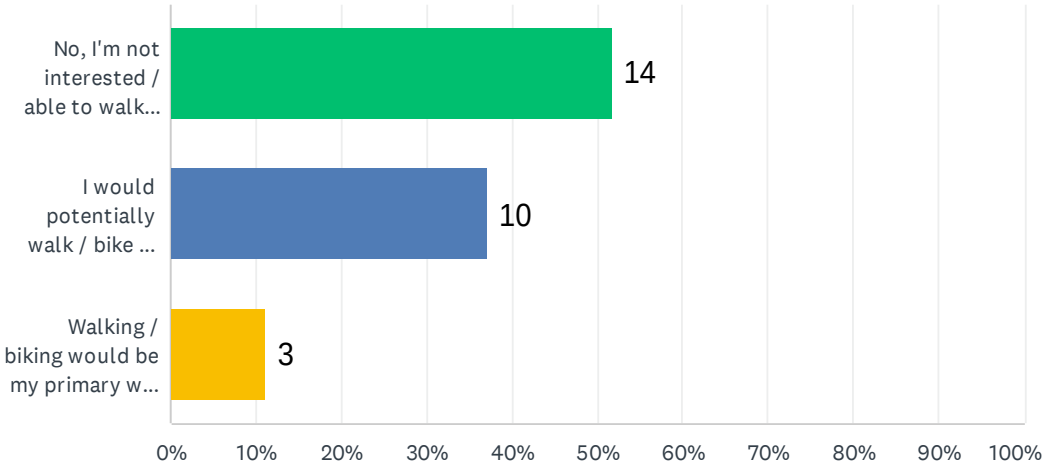
Answered: 23 Skipped: 5



ANSWER CHOICES	RESPONSES	
Destination is too far	95.65%	22
Weather too cold / hot / rainy	26.09%	6
Lack of sidewalks / trails	21.74%	5
Walking does not feel safe	21.74%	5
Physical limitations prevent me from walking long distances	13.04%	3
Other (please specify)	4.35%	1
Total Respondents: 23		

Q9 If nearby roadways featured bicycle and/or pedestrian facilities like sidewalks, bike lanes, or paved trails, would you be more likely to walk/bike to campus?

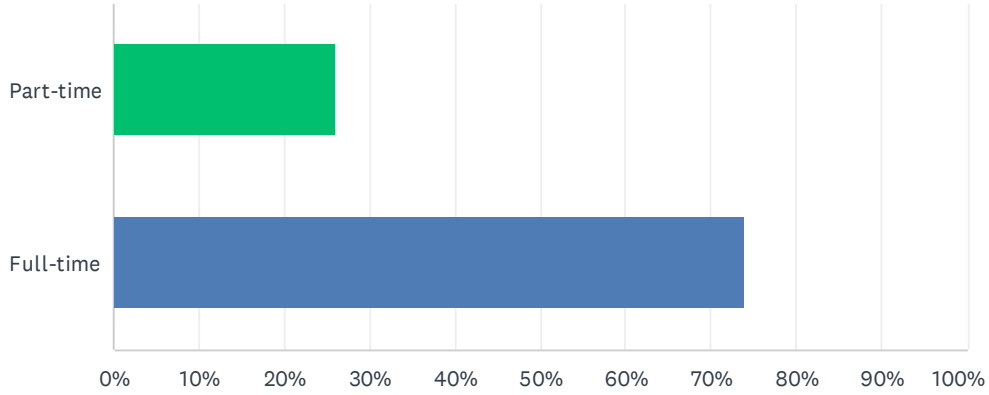
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
No, I'm not interested / able to walk / bike to campus	51.85%	14
I would potentially walk / bike to campus occasionally	37.04%	10
Walking / biking would be my primary way to travel to campus	11.11%	3
TOTAL		27

Q10 Are you a part-time or full-time student?

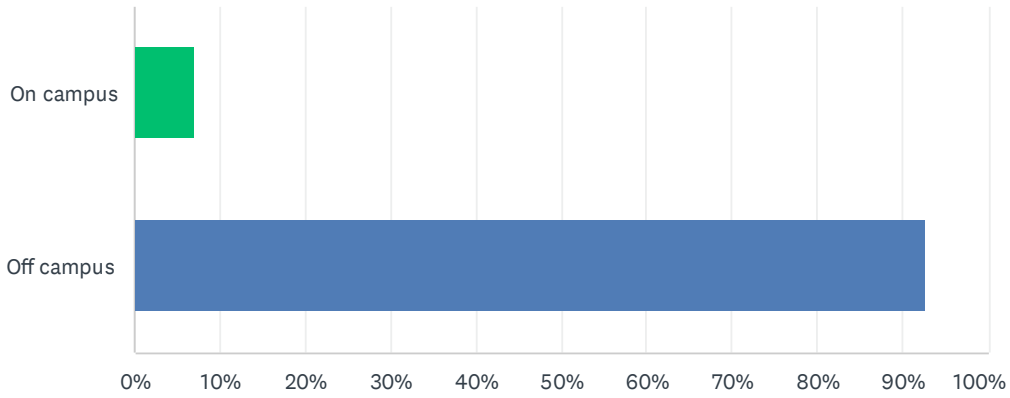
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Part-time	25.93%	7
Full-time	74.07%	20
TOTAL		27

Q1 Do you live on or off campus?

Answered: 28 Skipped: 0



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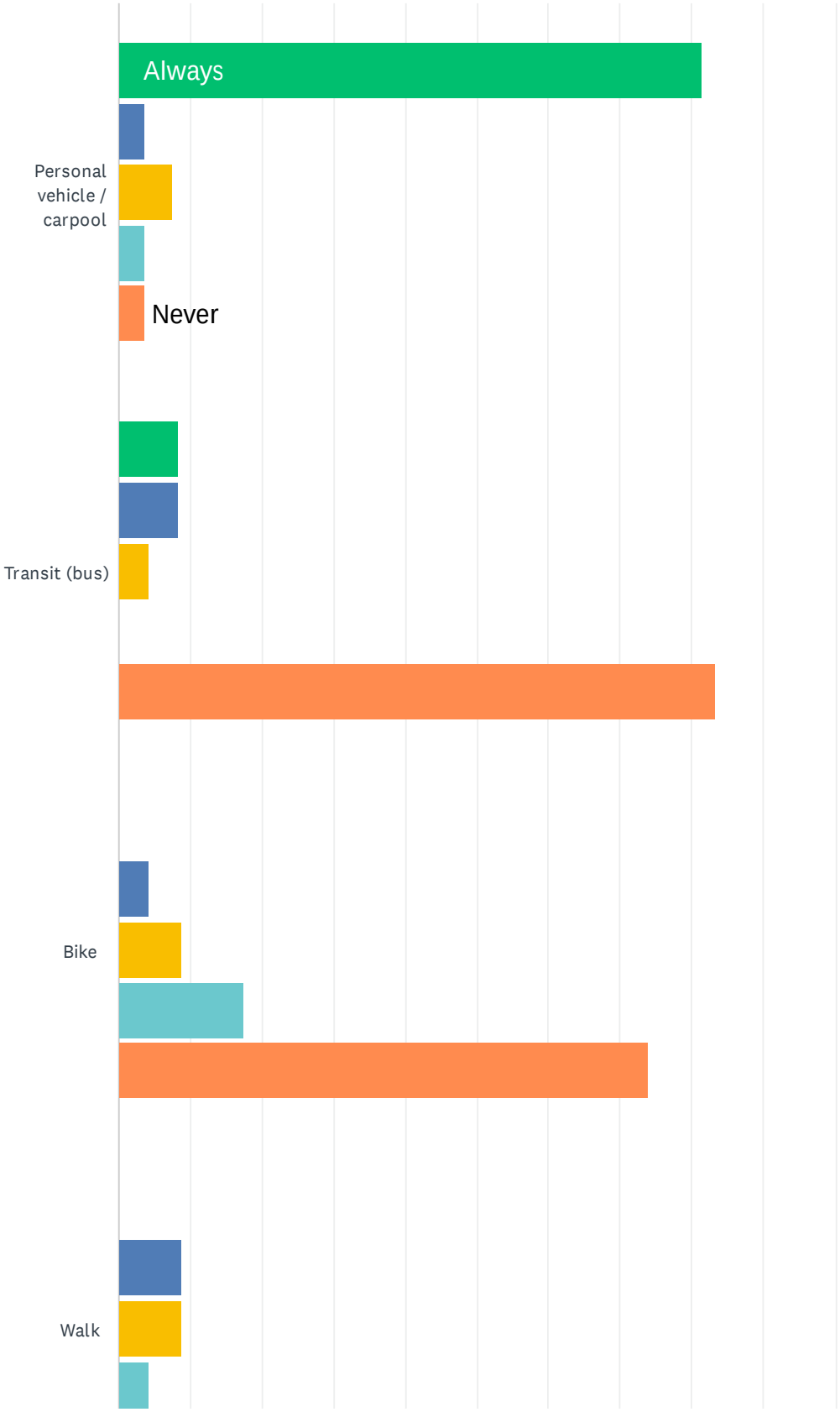

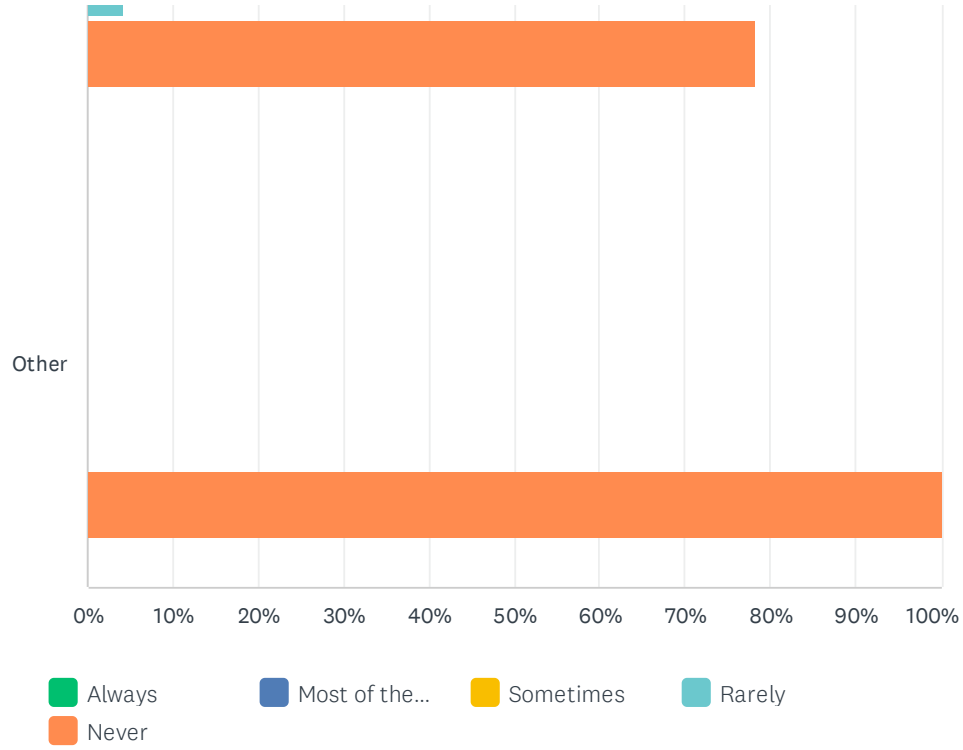

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Other	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 18	18

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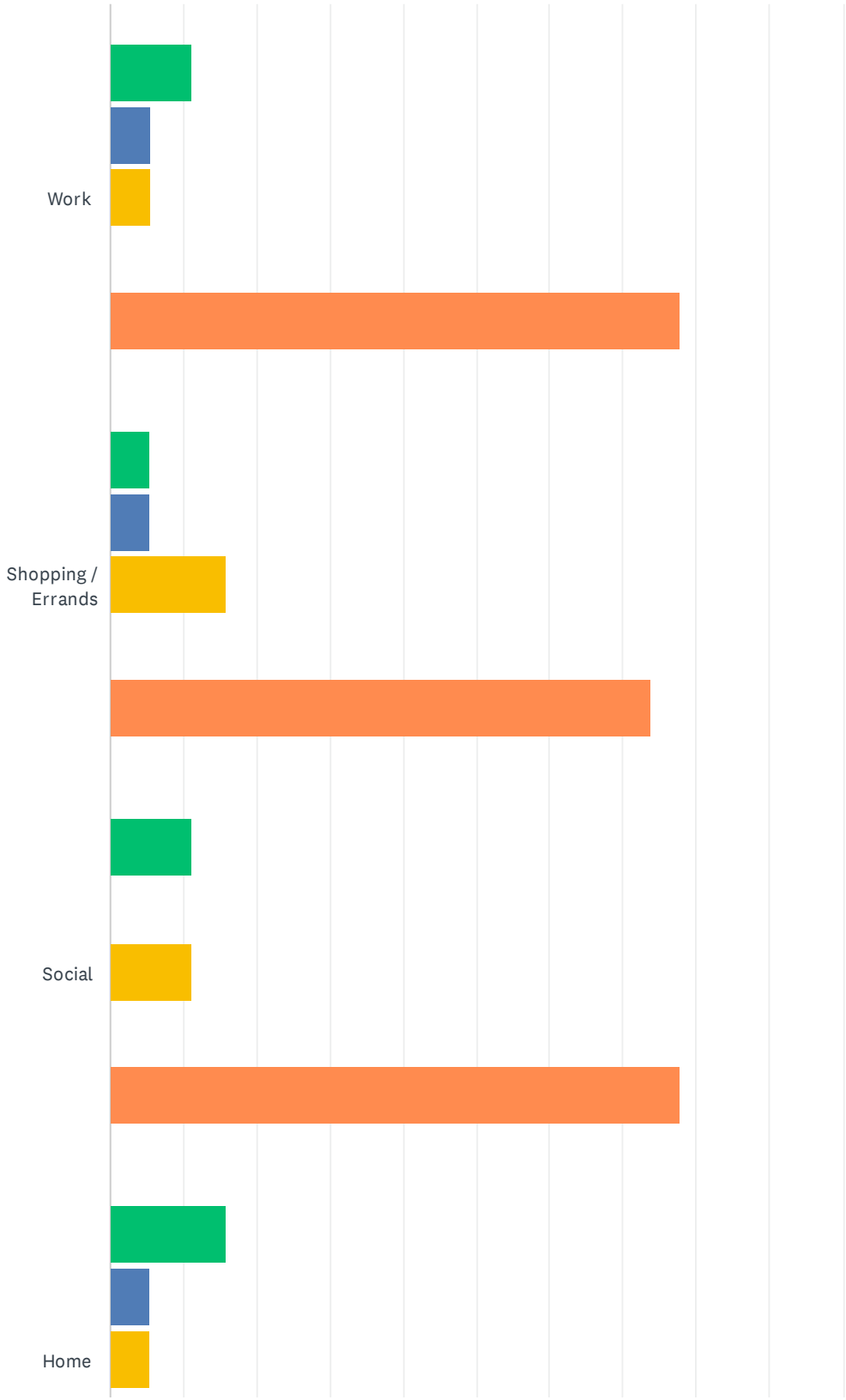
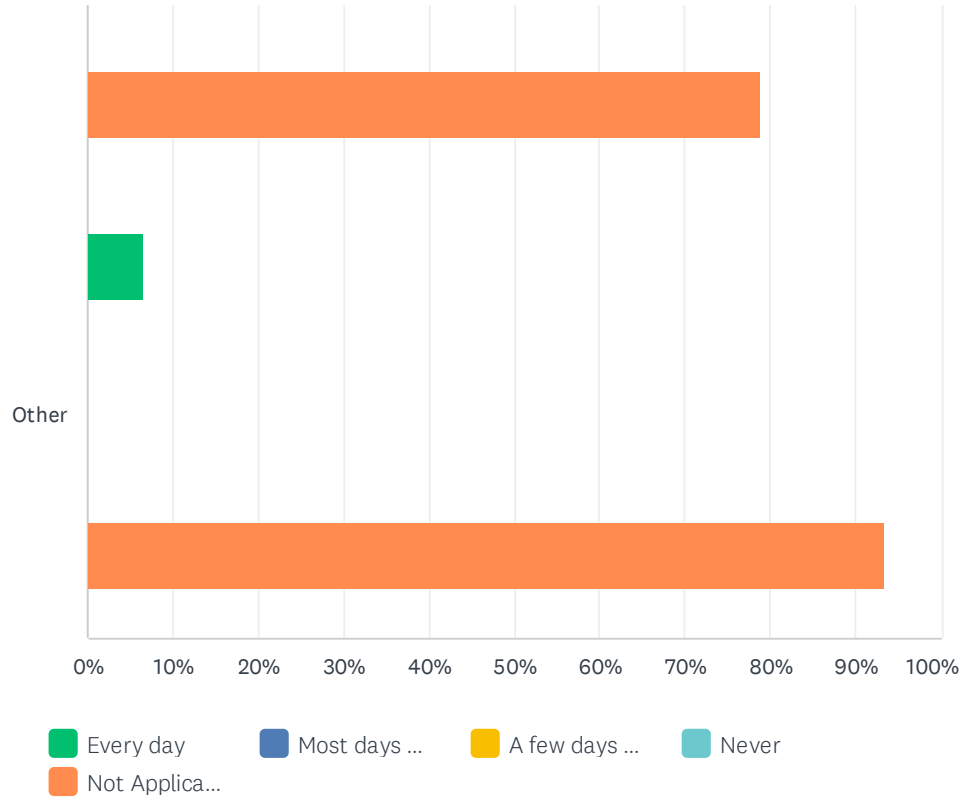
Answered: 19 Skipped: 9

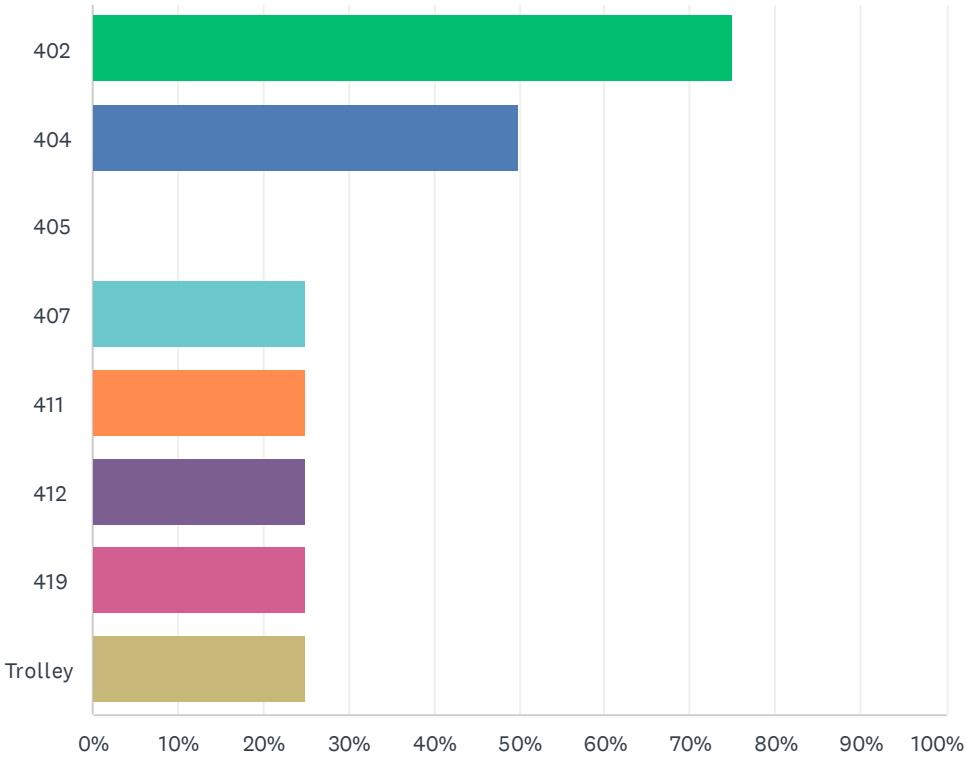




	EVERY DAY	MOST DAYS A WEEK	A FEW DAYS A WEEK	NEVER	NOT APPLICABLE	TOTAL RESPONDENTS
Work	11.11% 2	5.56% 1	5.56% 1	0.00% 0	77.78% 14	18
Shopping / Errands	5.26% 1	5.26% 1	15.79% 3	0.00% 0	73.68% 14	19
Social	11.11% 2	0.00% 0	11.11% 2	0.00% 0	77.78% 14	18
Home	15.79% 3	5.26% 1	5.26% 1	0.00% 0	78.95% 15	19
Other	6.67% 1	0.00% 0	0.00% 0	0.00% 0	93.33% 14	15

Q4 If you travel to and from campus by bus, what routes do you use? Please select all that apply.

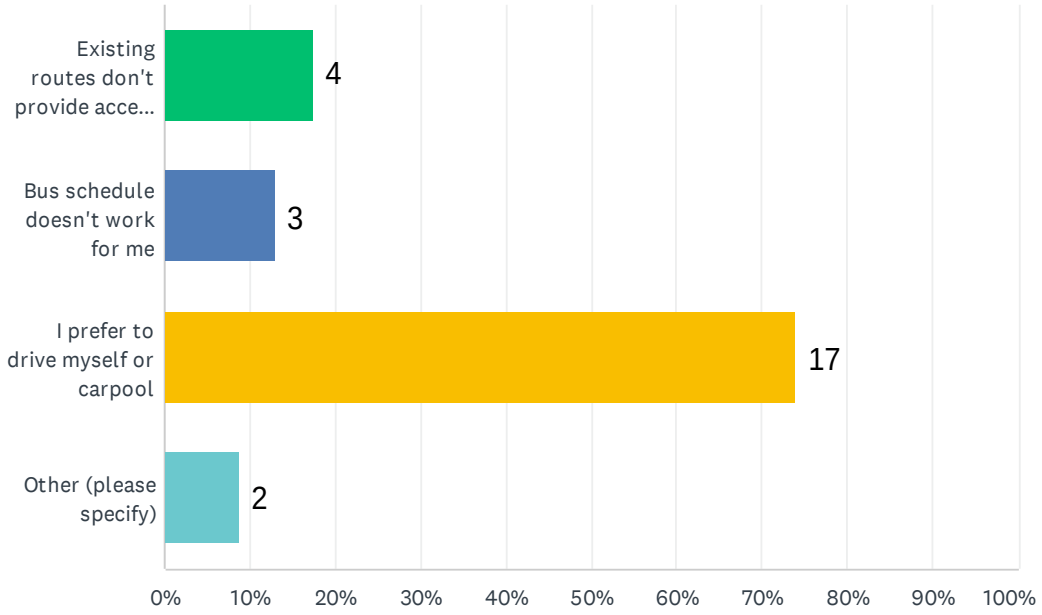
Answered: 4 Skipped: 24



ANSWER CHOICES	RESPONSES	
402	75.00%	3
404	50.00%	2
405	0.00%	0
407	25.00%	1
411	25.00%	1
412	25.00%	1
419	25.00%	1
Trolley	25.00%	1
Total Respondents: 4		

Q5 Is there anything preventing or inhibiting you from utilizing the CDTA Bus System to and from the campus? Please select all that apply.

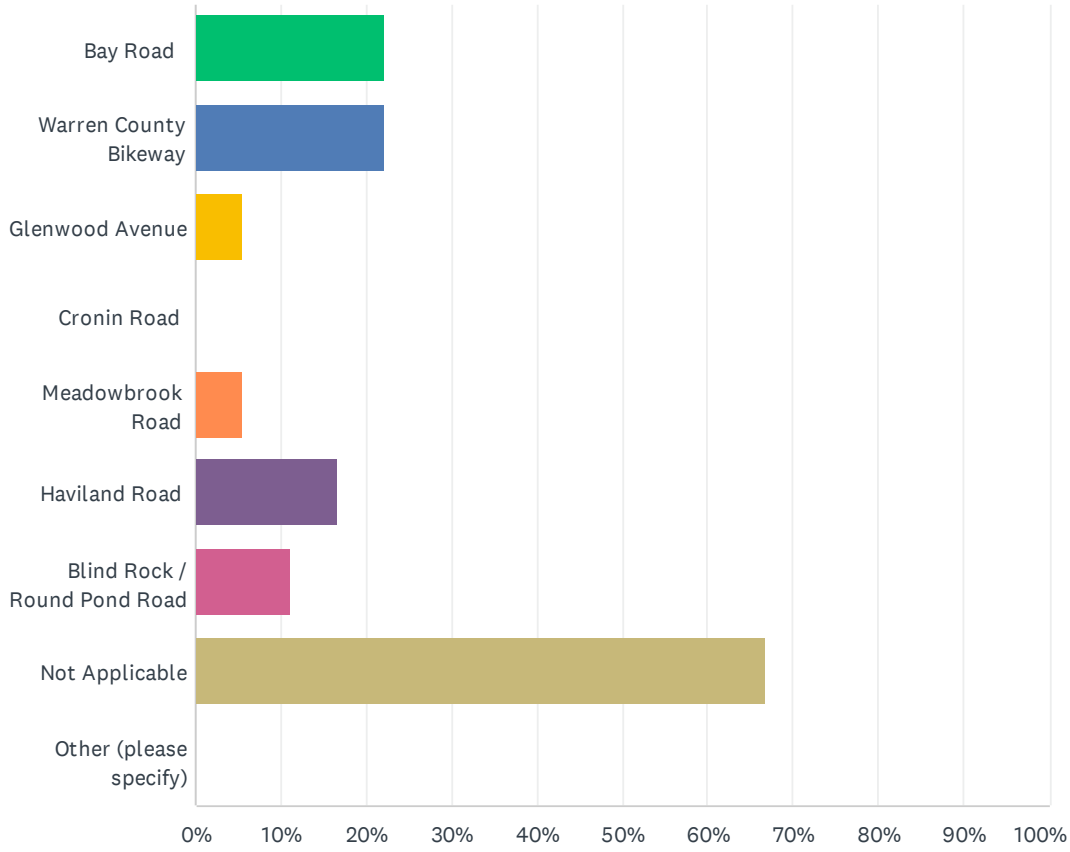
Answered: 23 Skipped: 5



ANSWER CHOICES	RESPONSES	
Existing routes don't provide access to my destination	17.39%	4
Bus schedule doesn't work for me	13.04%	3
I prefer to drive myself or carpool	73.91%	17
Other (please specify)	8.70%	2
Total Respondents: 23		

Q6 If you travel to and from campus by walking or biking, which roads near the campus do you use most often? Please select all that apply.

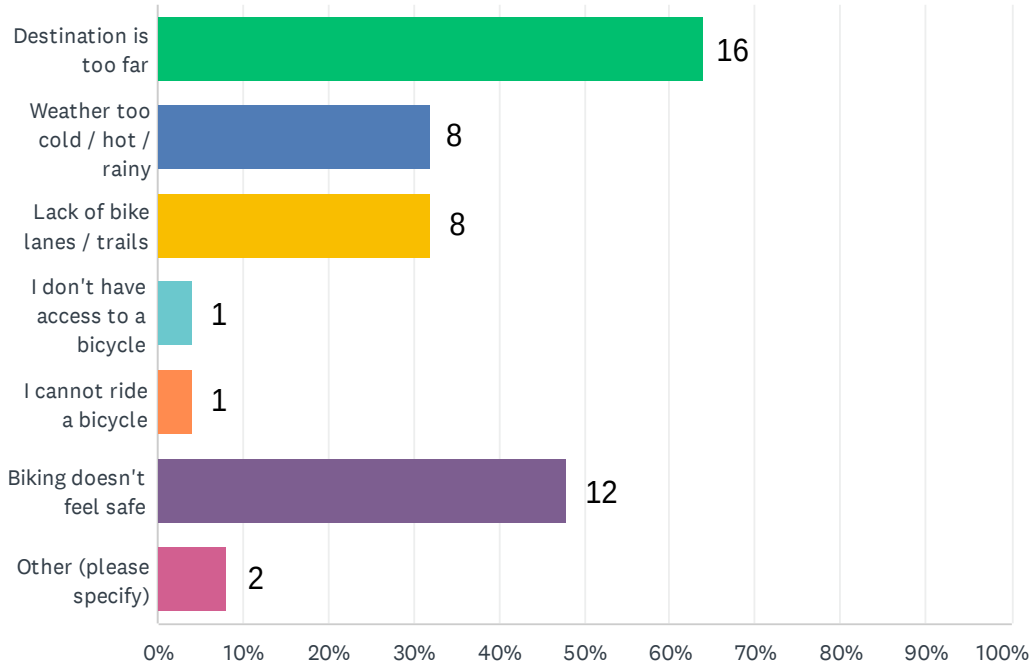
Answered: 18 Skipped: 10



ANSWER CHOICES	RESPONSES	
Bay Road	22.22%	4
Warren County Bikeway	22.22%	4
Glenwood Avenue	5.56%	1
Cronin Road	0.00%	0
Meadowbrook Road	5.56%	1
Haviland Road	16.67%	3
Blind Rock / Round Pond Road	11.11%	2
Not Applicable	66.67%	12
Other (please specify)	0.00%	0
Total Respondents: 18		

Q7 Is there anything preventing or inhibiting you from biking to and from the campus? Please select all that apply.

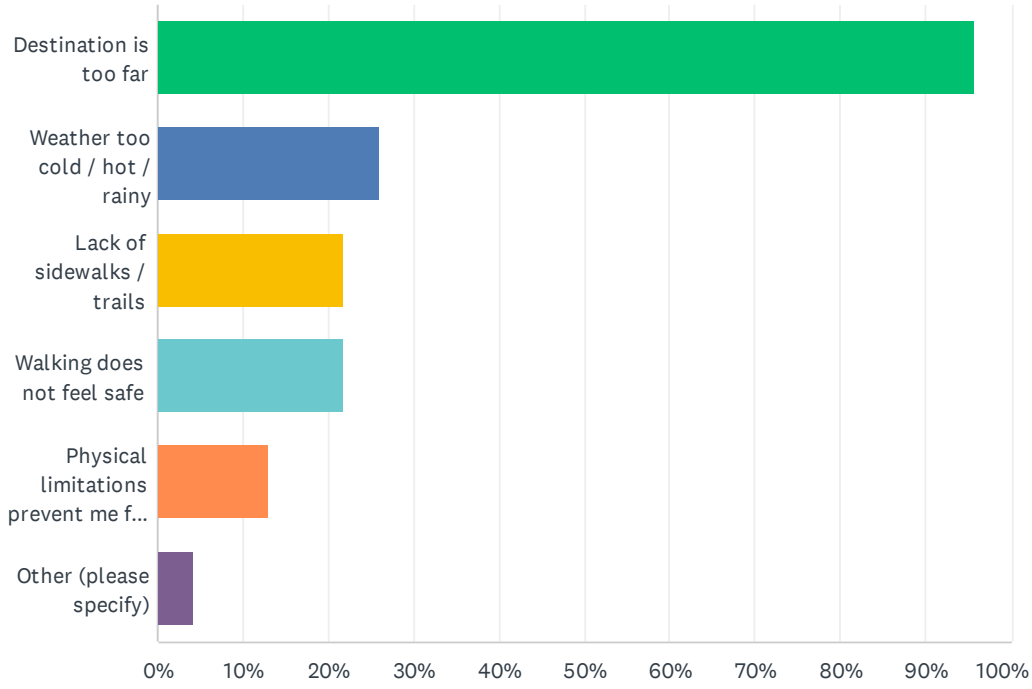
Answered: 25 Skipped: 3



ANSWER CHOICES	RESPONSES	
Destination is too far	64.00%	16
Weather too cold / hot / rainy	32.00%	8
Lack of bike lanes / trails	32.00%	8
I don't have access to a bicycle	4.00%	1
I cannot ride a bicycle	4.00%	1
Biking doesn't feel safe	48.00%	12
Other (please specify)	8.00%	2
Total Respondents: 25		

Q8 Is there anything preventing or inhibiting you from walking to and from the campus? Please select all that apply.

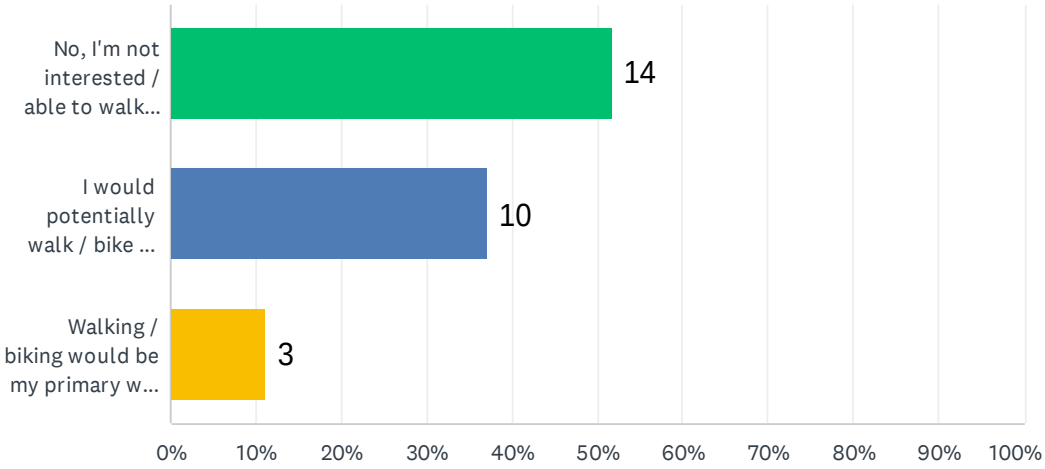
Answered: 23 Skipped: 5



ANSWER CHOICES	RESPONSES	
Destination is too far	95.65%	22
Weather too cold / hot / rainy	26.09%	6
Lack of sidewalks / trails	21.74%	5
Walking does not feel safe	21.74%	5
Physical limitations prevent me from walking long distances	13.04%	3
Other (please specify)	4.35%	1
Total Respondents: 23		

Q9 If nearby roadways featured bicycle and/or pedestrian facilities like sidewalks, bike lanes, or paved trails, would you be more likely to walk/bike to campus?

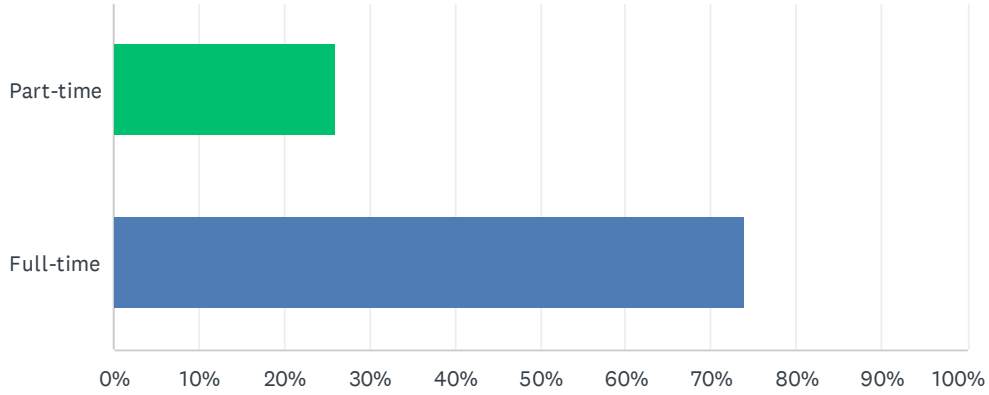
Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
No, I'm not interested / able to walk / bike to campus	51.85%	14
I would potentially walk / bike to campus occasionally	37.04%	10
Walking / biking would be my primary way to travel to campus	11.11%	3
TOTAL		27

Q10 Are you a part-time or full-time student?

Answered: 27 Skipped: 1



ANSWER CHOICES	RESPONSES	
Part-time	25.93%	7
Full-time	74.07%	20
TOTAL		27