

Lake Shore Drive Pedestrian Connections

Prepared for:

Adirondack | Glens Falls Transportation Council

11 South Street, Suite 203
Glens Falls, New York 12801

And

Town of Bolton

4949 Lake Shore Dr
Bolton Landing NY 12814

Revision 2
February 2026

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Final Report

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11 South Street, Suite 203
Glens Falls, New York 12801

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Town of Bolton
4949 Lake Shore Drive
Bolton Landing NY 12814

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1.0 INTRODUCTION

On behalf of the Town of Bolton and the Adirondack/Glens Falls Transportation Council (A/GFTC), Barton & Loguidice (B&L) prepared this report to evaluate potential Complete Streets improvements along Lake Shore Drive (NY Route 9N) within the Town of Bolton, New York.

The Town initiated this study to address the absence of formal pedestrian infrastructure within the corridor. Currently, pedestrians and bicyclists must rely on roadway shoulders or informal areas adjacent to the travel lanes. The corridor serves several popular lakeside destinations, including the Algonquin Restaurant and Chic's Marina, which generate substantial pedestrian and vehicular activity, particularly during the summer months.

This report presents an assessment of existing corridor conditions and identifies recommendations to enhance safety, accessibility, and mobility including the installation of continuous ADA-compliant sidewalks, improved pedestrian crossings, and other Complete Streets strategies.

2.0 STUDY AREA



Figure 1 - Project location map

Lake Shore Drive is classified as an NHS Rural Town Principal Arterial and an access highway. The Annual Daily Traffic (AADT) is 5,045 vehicles per day (vpd), based on 2022 NYSDOT data. The posted speed limit is 30 miles per hour (mph). The typical cross-section includes two 11-foot-wide travel lanes with shoulders varying from 2 to 7-feet-wide. Sidewalks or bicycle facilities are not present on either side of the road.

3.0 INVENTORY OF EXISTING CONDITIONS

On August 8, 2025, Barton & Loguidice (B&L) staff conducted a field inventory using ArcGIS Survey123 to document existing roadway features, pedestrian infrastructure, and sight distances. Data collected included pavement width and condition, sidewalk presence, drainage infrastructure, obstructions, and signage, please see Appendix A for mapping depicting the existing conditions. Photographs and GPS coordinates were used to support and verify field observations.

3.1. Roadside Conditions

The corridor transitions between residential and commercial land uses, with multiple retaining walls located approximately 5 to 7 feet from the outer pavement edge. Numerous driveways, parking areas, and building frontages are situated directly adjacent to the roadway. Sidewalks are absent on both sides of Lake Shore Drive.

Utility poles are predominantly located along the west side of the corridor and are generally situated within the roadway clear zone, with offsets varying from approximately 5 to 8 feet from the pavement edge. Additional obstructions beyond the shoulders include property fences, drainage structures, business signage, mature trees, guide rail, and landscaping features.



Figure 2 - Roadside conditions along the corridor, showing retaining walls on both sides of the roadway, a driveway, and utility poles on the west side.

3.2. Right Of Way

The Warren County GIS Web Map Parcel Viewer, based on tax mapping data, was referenced for this analysis. It should be noted that this resource is not a substitute for a formal property boundary survey. Based on field observations of utility locations and comparison with parcel boundaries from the GIS Parcel Viewer, the average right-of-way (ROW) width along the corridor is estimated at approximately 46 feet. The distance from the pavement edge to the ROW boundary varies from 4 to 7 feet, with some differences observed between the two sides of the roadway.

3.3. Additional Observations

Pedestrian activity along the corridor is frequent, particularly near Chic's Marina and the Algonquin Restaurant. Both businesses are located on the east side of the roadway, with their primary parking lots situated on the west side. Patrons also use parallel or angled parking directly adjacent to Lake Shore Drive.

Limited bicycle activity was observed within the corridor during the field review, with only a small number of cyclists (approximately two to three) observed. Bicycle activity is not predominant; however, the corridor does function as a shared roadway for cyclists due to the absence of dedicated bicycle facilities.

Sight distance for pedestrians is often limited by parked vehicles adjacent to the roadway. Pedestrians were observed walking along the east shoulder, where no designated sidewalks, crosswalks, or pedestrian warning signs are currently provided.

Additionally, northbound vehicles transition from a 40-mph speed zone into an area with high pedestrian activity. The existing 30-mph speed limit sign is positioned approximately 450 feet before the Algonquin Restaurant, providing drivers with a relatively short distance to perceive the lower speed limit and adjust accordingly. The Town Police Chief noted that the busiest days for this corridor occur from the end of June to mid-September, when pedestrian volumes significantly increase near the restaurant, marina, and waterfront areas. It was also emphasized that observed vehicle speeds in the corridor are often higher than the posted limit, particularly during non-congested periods. Currently, no speed reduction advance warning ("Reduced Speed Ahead") sign is provided.



Figure 3 - Roadside conditions along the corridor, showing parking lots adjacent to corridor.



Figure 4 - Pedestrians walking on the east side of the corridor.

3.4. Crash History Data

Crash data for the study area was obtained from the NYSDOT CLEAR Crash Data Viewer for the five-year period between August 25, 2020, and August 25, 2025. During this period there were a total of 14 reported crashes. There were no crashes involving pedestrians or bicyclists on the roadway, indicating that all reported crashes were limited to motor vehicles and wildlife. Table 1 provides a summary of the crashes, and more detail can be found in Appendix B.

Crash number	Severity	Crash type	Pattern	Non-motorized users
38559038	Property damage	Rear-end		N
38774013	Property damage	Rear-end		N
38906547	Property damage	Single vehicle - fixed object	Mohican intersection	N
39377429	Property damage	Deer		N
39427021	Property damage	Single vehicle - fixed object		N
39733689	Property damage	Rear-end		N
40287699	Property damage	Deer		N
40372669	Property damage	Sideswipe	Parked	N
40417855	Property damage	Head-on opposite direction		N
40484874	Property damage	Deer		N
40594424	Property damage	Angle (left turn)	Mohican intersection	N
40912317	Property damage	Sideswipe	Attempt to park	N

Table 1 - Summary of crash history data.

4.0 PUBLIC OUTREACH

A public outreach event was held on September 5, 2025, at the Bolton Landing Farmers' Market to engage the community and discuss the project with attendees. Two display boards illustrating the project area and examples of pedestrian and bicycle facility types were presented.

Approximately 40 participants provided feedback regarding pedestrian activity and conditions along the corridor. Attendees expressed strong support for adding sidewalks, noting that many people currently jog or walk directly adjacent to the roadway and that limited nighttime visibility makes it difficult for drivers to see pedestrians. While there was general consensus on the need for improved pedestrian accommodations, opinions were mixed regarding whether sidewalks should be constructed on one or both sides of Lake Shore Drive. Participants also emphasized the importance of preserving the existing stone walls as a defining corridor feature.

To reach a broader audience, a QR code linking to an online survey was provided. Responses reinforced that Chic's Marina and the Algonquin Restaurant are the primary destinations where people walk and cross the roadway, more details can be found in Appendix C.

5.0 CONCEPTUAL ALTERNATIVES

Each concept was evaluated for its effectiveness, constructability, and potential impacts on existing infrastructure and traffic operations.

5.1. Standards

The proposed design layouts and recommendations are based on the following standards:

- NYSDOT Highway Design Manual (HDM)
- AASHTO Guide for the Development of Bicycle Facilities 2024, 5th ed.
- AASHTO Policy on Geometric Design of Highways and Streets 2018, 7th ed.
- FHWA Manual on Uniform Traffic Control Devices (MUTCD), 2023
- NYS Supplement to the MUTCD, 2010
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide

As this roadway corridor is owned and maintained by NYSDOT, a Highway Work Permit (HWP) from NYSDOT is required for any work considered on the roadway, and within the ROW, of Lake Shore Drive (State Route 9N). Additionally, the proposed work will need to meet the current published NYSDOT design standards and directives at the time of application for the permit. This includes all sidewalks, shoulders, pavement striping, signage, lane widths, and the RRFB's.

5.2. Sidewalk on the East side of Lake Shore Drive

This alternative proposes the installation of an ADA-compliant 5-foot-wide sidewalk with curb along the east side of Lake Shore Drive between Sweet Briar Lane and Bixby Road shown in Figure 5. A minimum construction zone of 7-feet from the travel lane edge line is needed to accommodate the sidewalk and a 2-foot shoulder, matching the shoulder conditions just north of the project limits. Based on available GIS ROW mapping, the corridor appears to generally provide sufficient width to accommodate the sidewalk; however, detailed survey and right-of-way verification are required to confirm limits and assess potential private property impacts. In certain locations, the available clearance between the pavement edge and existing stone walls is limited. One segment on the east side has a clearance that varies between 5-6 feet between Chic's Marina and 200 feet north of Twin Bay Village, while most others range from 6-8 feet.

To address these constrained areas, where 5-6 feet of clearance exists, Lake Shore Drive could be shifted 2-3 feet to the west, which would minimize the potential for costly impacts to the stone walls. In locations with 6-7 feet of clearance, a roadway shift or wall relocation would generally not be necessary; however, the sidewalk width would need to be reduced to 4 feet instead of the preferred 5 feet to accommodate the constraint. When the sidewalk width is less than 5 feet, passing spaces that are at least 5 feet wide must be provided at intervals of no more than 200 feet, with existing driveways and street crossings allowed to serve this purpose. Where the existing clearance from the white pavement edge line to an obstruction is 7-8 feet, no roadway shift or wall relocation would be necessary.

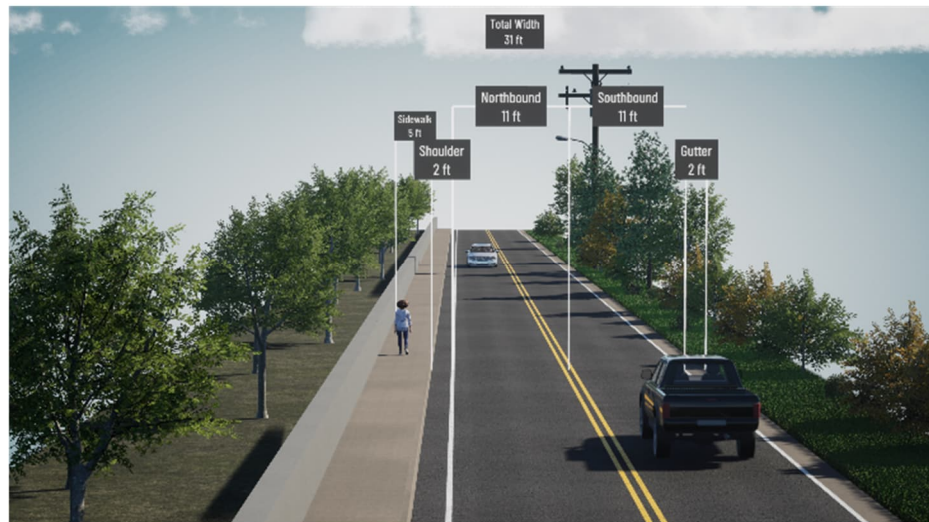


Figure 5 - Proposed cross section alternative

Additionally, near the Algonquin Restaurant and Chic's Marina, approximately four parking spaces should be removed to accommodate the sidewalk. These spaces are currently used by delivery trucks servicing the Algonquin Restaurant.

The installation of the curb and sidewalk is not expected to create significant drainage impacts as stormwater will continue to flow in the same direction as it does now. Currently, water flows along concrete and asphalt gutters and is captured at low points by the existing catch basins where it enters a closed drainage system. In most situations, it appears that the existing catch basins may remain in place and the new curb and sidewalk can be built without effecting the existing drainage patterns.

A sidewalk on the east side is the more feasible option and is located where most pedestrians are already walking along the corridor. The primary pedestrian generators including Chic's Marina, the Algonquin Restaurant, the Lake, and nearby lakefront destinations are also located along the east side. Providing a sidewalk on this side will serve the greatest number of users and improve connectivity to existing commercial sites.

5.3. Pedestrian Crossings

Two new pedestrian crossings are recommended along Lake Shore Drive to accommodate existing pedestrian paths of travel:

- 1.) In front of Chic's Marina, where the concrete pedestrian ramp connects the west-side parking lot to the roadway
- 2.) Opposite the Algonquin Restaurant, where parking is located on the west side of the roadway

To accommodate the Algonquin crossing, parking lot entrances on the west side should be consolidated, and a driveway island added to create a direct, safe connection from the parking lot to the restaurant entrance. These crossing improvements as illustrated in Figure 6 would enhance pedestrian access and improve safety for the patrons of the lakeside amenities. All

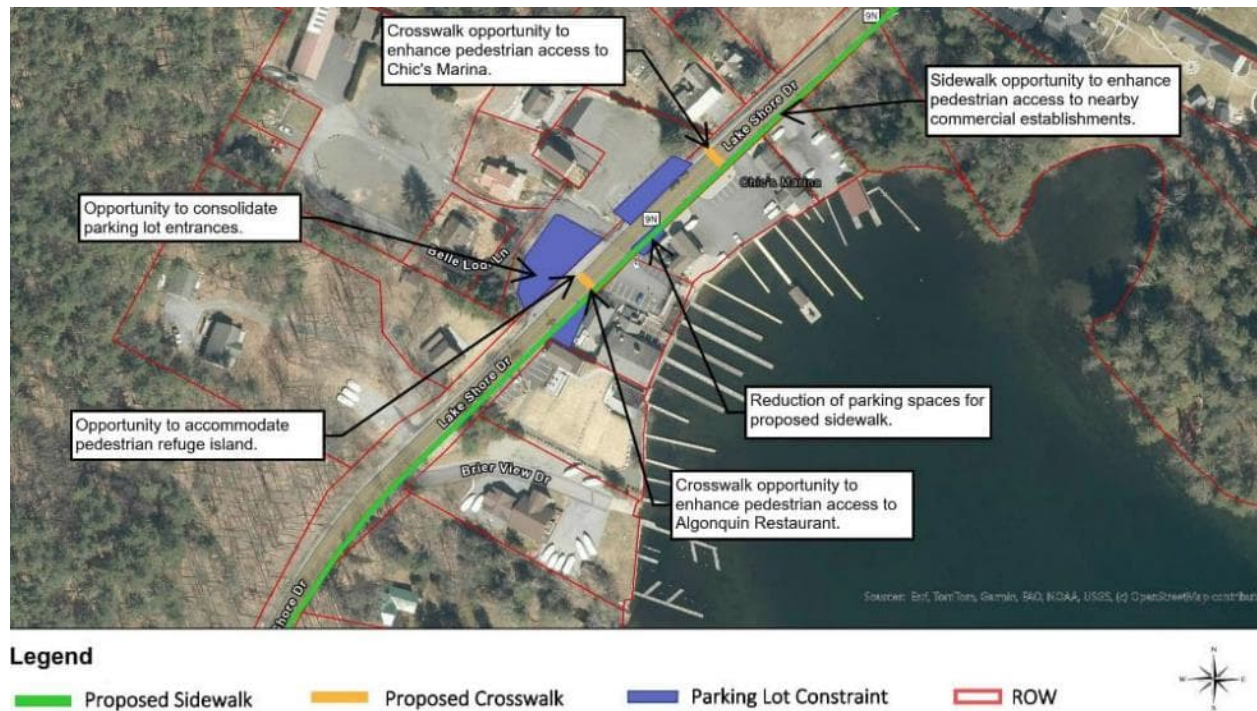


Figure 6- Proposed sidewalk and crosswalk locations.

crosswalks should use high visibility crosswalk (ladder-bar) pavement markings. During detailed design, care should be taken that relevant standards for accessible routes according to the Americans with Disabilities Act are taken into account.

Based on the NYSDOT HDM Chapter 2 design criteria, the minimum stopping sight distance (SSD) for an Urban Principal Arterial with a design speed of 30 mph is 200 feet. The observed 85th-percentile operating speed along this corridor is 35 mph, which corresponds to a minimum SSD of 250 feet for an Urban Principal Arterial. The available sight distance at the proposed crosswalk locations is approximately 500 feet in the northbound direction and 600 feet in the southbound direction. Both distances exceed the applicable minimum SSD requirements.

Rectangular Rapid Flashing Beacons (RRFBs) should also be considered at each crossing location. RRFBs enhance crossing visibility and encourage driver yielding when installed at a crosswalk. The push button activated rapid flashing beacons are mounted below the pedestrian crossing sign (W11-2) and above the diagonal downward arrow plaque on both sides of the crosswalk to alert drivers that there is a pedestrian that wants to cross the roadway (see Figure7).

If RRFBs are not pursued it is recommended to install Pedestrian Warning (W11-2) signs 10 feet before the crossing location, as existing signage is currently not positioned to provide effective warning that there are specific locations where pedestrians may be crossing the road.

To further enhance safety, installation of a "Reduced Speed Limit Ahead" (W3-5) sign for northbound traffic is recommended to improve driver awareness of the speed zone. South of the project limits, the posted speed limit is 40 mph and is situated in a more remote setting. The

existing 30-mph speed limit sign is located approximately 450 feet south of the Algonquin Restaurant. Although this provides sufficient distance for vehicles traveling 30 mph to stop if a single vehicle or pedestrian is in the road, drivers approaching at 40 mph may not have adequate stopping sight distance if vehicles are queued in the travel lane near the crossing, if the pedestrian/vehicle in the road is further south or if they do not see the one speed limit sign. Placing an additional advance warning sign farther south provides earlier notice and encourages drivers to reduce speed before approaching the active pedestrian area. If installed, the W3-5 sign should be installed approximately 350 feet before the speed limit sign. A radar speed feedback sign may also be considered as a supplemental measure to improve driver compliance with the speed limit.



Figure 7 – RRFB's installed on a B&L Project on Abendroth Ave. in Port Chester, NY.

6.0 ADDITIONAL OPTIONS NOT PROGRESSED

6.1. New Sidewalk on the West Side of the Corridor

This alternative would involve constructing a 5-foot-wide sidewalk along the west side of Lake Shore Drive. The implementation will require the relocation of numerous utility poles and impacts to the stone walls due to the limited clearance (5–6 feet) from the pavement edge. Additionally, field observations and community feedback indicate that most pedestrian activity occurs on the east side, where commercial destinations are located. When compared to the east side, this west side option encounters more impacts, higher costs, and does not fully address the needs of the public and is therefore not recommended.

6.2. New Sidewalks on Both Sides of the Corridor

This alternative would construct 5-foot sidewalks on both sides of the roadway. The space constraints and impacts to utility poles, stone walls, and ROW, as noted in the discussion of the east side only and west side only alternatives, would both be applicable with this alternative. The difference between the offset ROW and existing roadway pavement does not provide enough space to shift Lake Shore Drive and install sidewalks on both sides, as was noted in the

east side only alternative. This alternative is not recommended at this time due to the higher construction cost, impacts to existing infrastructure, and acquisition of private property.

6.3. Side Path

A side path, an 8 to 12 foot-wide paved shared path for bicyclists and pedestrians that is physically separated from vehicles, was considered along the east side of Lake Shore Drive, as shown in Figure 8. This facility type provides a comfortable, low-stress environment for users of all ages and abilities. A 2-foot shoulder/clear zone is recommended on either side of the path, that can be reduced in constrained locations, along with a minimum 5-foot separation from the roadway. Due to the physical width of the improvement, this alternative has similar impacts to providing sidewalks on both sides of the road, and is therefore also not recommended.

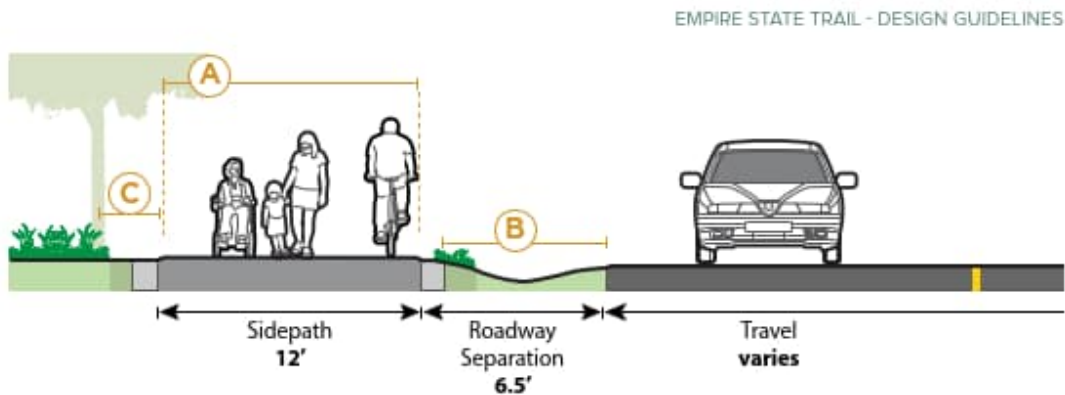


Figure 8 - Side Path. Source: Empire State Trail Guide

7.0 ESTIMATED COSTS

The following table presents the estimated construction and design costs for the recommended improvements described in Section 5. Costs are itemized by general category of work. Because Lake Shore Drive is a State highway under the jurisdiction of NYSDOT, the cost estimate assumes project delivery as a federal-aid or grant-funded project in accordance with NYSDOT standards and procedures.

The total federal-aid project cost includes construction, engineering, surveying, permitting, and construction inspection services necessary to satisfy state and federal funding requirements and obtain required approvals.

Lake Shore Dr - Pedestrian Connections Preliminary Cost Estimate	
CONSTRUCTION ITEMS:	COSTS:
SIDEWALK EAST SIDE FROM BIXBY RD TO SWEET BRIAR LN	\$616,000
DRIVEWAY RECONSTRUCTION	\$21,000
DRAINAGE	\$9,000
SHIFTING THE ROAD	\$62,000
CROSSWALK	\$5,000
SIGNAGE	\$2,000
RAPID RECTANGULAR FLASHING BEACON (RRFB)	\$60,000
DRIVEWAY CONSOLIDATION	\$33,000
WORK ZONE TRAFFIC CONTROL	\$202,000
ITEMIZED CONSTRUCTION SUBTOTAL:	\$1,010,000
FIELD CHANGE ORDER (5%)	\$50,500
MOBILIZATION (USE 4%)	\$42,500
CONTINGENCY / RISK (20%)	\$202,000
CONSTRUCTION SUBTOTAL:	\$1,305,000
AMOUNT INFLATED 4% (2028 DOLLARS)	\$1,412,000
ENGINEERING / APPROVALS	\$261,000
CONSTRUCTION INSPECTION	\$196,000
TOTAL FEDERAL-AID PROJECT COSTS:	\$1,869,000

Table 2 – Preliminary cost estimate

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

Shifting the road

- The roadway will be shifted only where necessary, over an approximate 700-foot segment between Chic's Marina and Town Bay Village.
- The existing gutter will be used as the shoulder in certain locations; shoulder widening is not anticipated.
- Pavement striping will be limited to the roadway shift area and crossings.
- The existing roadway will require milling and resurfacing to re-establish a traditional roadway crown where shifting occurs.

Drainage

- Drainage improvements include the installation of one catch basin and connecting pipe.

Signs/signals

- Cost estimates assume the installation of four (4) RRFB units at the proposed pedestrian crossings, one on each side of the crossing at two (2) locations.
- Assumes the installation of three (3) warning signs.

APPENDIX A - MAPPING OF EXISTING CONDITIONS



Legend

- Guardrail Constraint
- Wall/Fence Constraint
- Utility Poles Constraint
- Parking Lot Constraint
- ROW
- Crosswalk Opportunity





Legend

- Wall/Fence Constraint
- Ditch Constraint
- Utility Poles Constraint
- ROW
- Crosswalk Opportunity



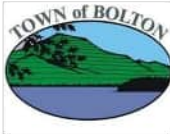


Proposed sidewalk limits

Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community, New York State, Maxar

Legend

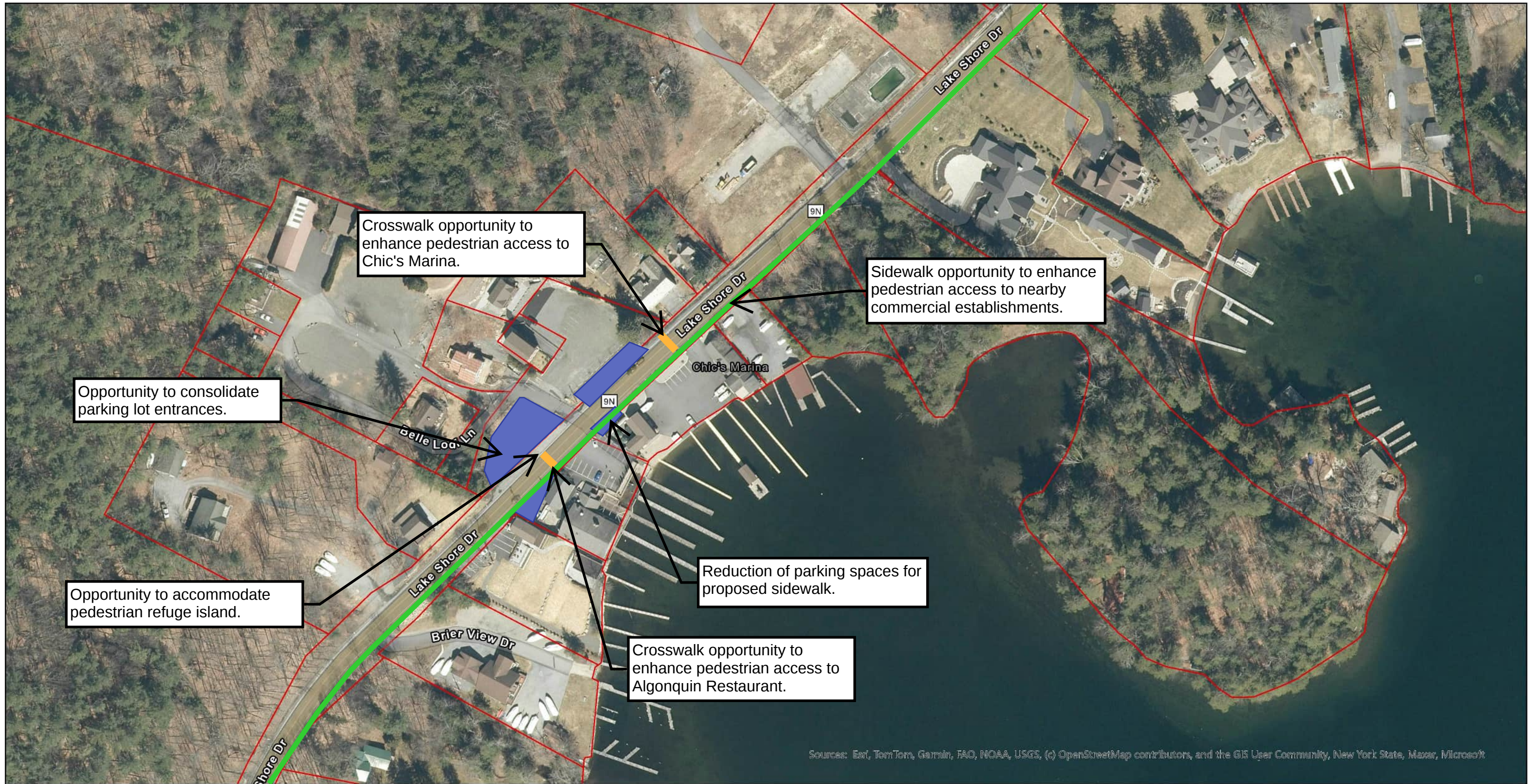
█ Proposed Sidewalk



1:5,233

Town of Bolton
Lake Shore Drive Pedestrian Connections
Existing Conditions Opportunities & Constraints

Figure
3
Project
1896.013.001
09/29/2025



Legend

█ Proposed Sidewalk
 █ Proposed Crosswalk
 █ Parking Lot Constraint
 █ ROW

APPENDIX B – CRASH HISTORY DATA

Date	CRASH NUMBER	SEVERITY	CRASH TYPE	PATTERN	NON - MOTORIZED USERS	X COORDINATE	Y COORDINATE	MAX INJURY IN CRASH
9/8/2020	38559038	PROPERTY DAMAGE	REAR-END		N	607986.36	4822494.3	
2/20/2021	38774013	PROPERTY DAMAGE	REAR-END		N	608429.3748	4822991.076	
6/14/2021	38906547	PROPERTY DAMAGE	SIGLE VEHICLE - FIXED OBJECT	MOHICAN INTERSECTION	N	608411.0906	4822967.929	
5/29/2022	39377429	PROPERTY DAMAGE	DEER		N	608407.1168	4822962.829	
7/8/2022	39427021	PROPERTY DAMAGE	SIGLE VEHICLE - FIXED OBJECT		N	608223.826	4822728.949	
2/19/2023	39733689	PROPERTY DAMAGE	REAR-END		N	608411.8001	4822968.84	U - UNKNOWN
4/20/2024	40287699	PROPERTY DAMAGE	DEER		N	608375.2568	4822983.468	U - UNKNOWN
6/22/2024	40372669	PROPERTY DAMAGE	SIDESWIPE	PARKED	N	608435.5624	4822998.904	U - UNKNOWN
6/17/2024	40417855	PROPERTY DAMAGE	HEAD-ON OPPOSITE DIRECTION		N	608008.5673	4822515.177	U - UNKNOWN
9/8/2024	40484874	PROPERTY DAMAGE	DEER		N	607828.0014	4822297.468	U - UNKNOWN
12/2/2024	40594424	PROPERTY DAMAGE	ANGLE (LEFT TURN)	MOHICAN INTERSECTION	N	608411.8001	4822968.84	U - UNKNOWN
8/7/2025	40912317	PROPERTY DAMAGE	SIDESWIPE	ATTEMPT TO PARK	N	607965.1079	4822472.451	U - UNKNOWN

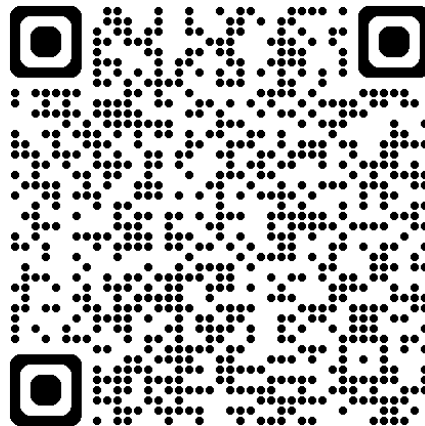
APPENDIX C – PUBLIC OUTREACH

Lake Shore Drive Pedestrian Improvements





Please take this brief survey and tell us your thoughts on pedestrian travel and potential improvements along this stretch of Lake Shore Drive (Route 9N)



Responses will be used as part of a multi-modal planning study being conducted by the Town of Bolton and the AGFTC.

Survey Questions and Responses

Timestamp	Do you live, work, or own a business/property within the project study area?	During the summer months, how often have you observed or experienced the following situations within the project study area? [Pedestrians walking along/crossing the road]	During the summer months, how often have you observed or experienced the following situations within the project study area? [Heavy vehicle traffic congestion]	During the summer months, how often have you observed or experienced the following situations within the project study area? [Poor pedestrian behavior -- blocking the road, darting into traffic, etc.]	During the summer months, how often have you observed or experienced the following situations within the project study area? [Poor driver behavior -- speeding, distracted driving, failure to yield, etc.]	During the summer months, how often have you observed or experienced the following situations within the project study area? ["Near miss" safety issue or traffic crash]	If you have observed or experienced any of the above, please describe the specific location (address or nearby landmark).	In your opinion, what type of pedestrian facilities should be built along the road in the study area?	In your opinion, where should pedestrian crossings be built within the study area? Check all that apply.	Please share any thoughts you may have regarding the construction of pedestrian facilities in the project study area.
9/4/2025 7:44	No	Frequently	Often	Sometimes			There is often a lot of traffic - vehicle and foot traffic - around Chic's and The Algonquin. It is not unusual to see people walking south of town towards these businesses and farther south.	5' Concrete Sidewalk on the southeast (lake side) of the road	Halfway between 1 and 2 since many people cross the street from the parking lots to both businesses.	When driving from the south, you come over a hill and suddenly there may be pedestrians crossing the road. A blinking yellow light or some notification for drivers coming from the south, indicating that they should slow down, would make that area much safer.
9/4/2025 16:54	Yes	Frequently	Frequently	Frequently	Frequently	Frequently	I think the entirety of 9N is incredibly dangerous! I often see people walking in dark clothing with no street lights and cars driving fast, nearly hitting them!	5' Concrete Sidewalks on BOTH sides of the road	Chic's Marina (location 1 on project area map), Algonquin Restaurant (location 2 on project area map)	

9/4/2025 20:41	No	Frequently	Often	Frequently	Frequently	Frequently	Chic's Marina	5' Concrete Sidewalk on the southeast (lake side) of the road	Chic's Marina (location 1 on project area map)	Might consider a crosswalk with a stop light to get cars to stop for many people to cross at once, rather than just a crosswalk where cars stop for one person at a time. Aka the type of crosswalk with the walking/no walk light up sign. The signs can be turned off in shoulder season
9/5/2025 14:05	Yes	Frequently	Often	Sometimes	Often, Sometimes	Never	Bixby house, Sembrich	10' Asphalt Path/Trail on one side of the road	No pedestrian crossings should be built in the project area	Please don't impact historic stone walls or iron fences.
9/8/2025 11:32	Yes	Frequently	Often	Sometimes	Often	Sometimes	Mohican Rd, Carey's, Sembrich, Chic's	5' Concrete Sidewalk on the southeast (lake side) of the road	No pedestrian crossings should be built in the project area	Pedestrian crossing might be dangerous at Algonquin and Chic's due to limited sight when traveling northbound towards Chic's at speed
9/8/2025 11:50	No	Frequently	Frequently	Frequently	Frequently	Frequently	People trying to walk to the Sembrich or to Chic's marina on the side of the road almost getting hit by automobiles 🚗	5' Concrete Sidewalks on BOTH sides of the road	Algonquin Restaurant (location 2 on project area map)	High curbs and guard rails would be great to protect pedestrians 🦯

9/11/2025 8:34	Yes	Frequently	Often	Often	Frequently	Often	Pedestrian behavior viewed mostly in the main town of Bolton area, speeding/poor driver behavior between Bayview Marina and Mohican Hill. Flashing light or something that urges caution in season should be put before Bayview Marina to make drivers away of the people crossing the street to the Algonquin and Chic's-especially if crosswalks are approved. The flashing is not necessary all year, but during the tourist season would be ideal.	I don't know that a full 5' is necessary/possible, but there should be a safe walk space continuing from bixby beach to the southern end of twin bay property	Chic's Marina (location 1 on project area map), Algonquin Restaurant (location 2 on project area map)	Sidewalks if built, should run through the southern end of twin bay property to not affect parking Chics and the Algonquin
9/20/2025 11:55	Yes	Frequently	Frequently	Frequently	Frequently	Sometimes	Right near Chic's Marina with people parking across the street and wandering into roadway.	5' Concrete Sidewalk on the southeast (lake side) of the road	Chic's Marina (location 1 on project area map), Algonquin Restaurant (location 2 on project area map)	Should think about long term upkeep and practicality of maintenance