

Appendix A: Planning Advisory Committee Meeting Minutes



Warren County Modernization and Connectivity Plan for Multi-use Trails
Notes for the Initial Project Advisory Committee Meeting
Wednesday, August 9, 2023, at 2 PM



- 1) **Introductions:** Please see the sign-in sheet attached.
- 2) **Project Goals:** Ethan Gaddy provided a discussion on the project background, funding source, and the goals to be accomplished with the project, including but not limited to:
 - a) Utilize the abundant state and federal grant funding opportunities to upgrade the trail system.
 - b) Enhance Warren County's and Hudson Falls connection to the Empire State Trail system via the Feeder Canal Trail.
 - c) Identify and prioritize needed trail upgrades and enhancements.
 - d) Remove or improve the on-road sections from the system to make them more safe and comfortable.
 - e) Survey the public's opinion on the current state of the trail system and incorporate their input into the planning process.
 - f) Throughout the planning process, incorporate where practicable topics like e-bikes, dogs, and other concerns that are raised by local groups and the public.
- 3) **Public Participation Plan**
 - a) Three public outreach sessions are currently planned and could be a combination of : Initial Open House format, Local pop-up event, and a Public informational meeting.
 - i. Several potential geographic locations or venues were discussed. The PAC was in agreement that the first outreach event should be scheduled soon while tourists are still in the area. The event could be a pop-up at one of the local events.
 - ii. In-person vs. Virtual meetings was briefly discussed. No decisions were made regarding the public meetings yet.
 - b) Project website will be hosted by B&L.
 - i. Design is anticipated be similar to the Town of Queensbury Comprehensive Plan and A/GFTC Long Range Transportation Plan websites that B&L recently completed.
 - ii. The website will be the main tool used to disperse information to the public and to collect public input. (After the kick-off meeting it was discussed that the public survey component of the public outreach would be handled through Survey123 and linked to the website)
 - iii. When public is submitting a comment, ask for their user type/level, age, and any other important demographic information.
 - iv. On the western Feeder Canal Trail Connection - Determine how people are currently getting to the trail. What roads are they already using? Could there be a way to determine Origin-Destination information for this area that might assist in the future recommendations?



Warren County Modernization and Connectivity Plan for Multi-use Trails
Notes for the Initial Project Advisory Committee Meeting
Wednesday, August 9, 2023, at 2 PM



- c) Online engagement and survey's
 - i. A press release on the radio or news would be a great way to notify the public of the study.
 - ii. Dan Barusch will provide a contact for the radio station the Town recently used.
 - iii. The online survey questions will be developed to gather specific information that will be needed directly for this project.
 - iv. The Social Pinpoint website will allow users to drop a pin on the interactive map and provide a comment about anything that is important to note for them.
- d) Flyers, signs, and posters
 - i. It is planned to promote public outreach events with these types of publications that will include a QR code that will direct you to the project website.
 - ii. Notify the County DPW and NYPA/Canal Corps before posting signs/flyers on the trails.
 - iii. B&L to coordinate with the County DPW to access the kiosks along the Bikeway to hang flyers.

4) Inventory of Existing Conditions

- a) Data will be collected digitally by B&L starting the week of August 14th. The data will be collected using B&L's Survey123 application and the data will be stored and available digitally.
- b) B&L provided a brief overview of what would be collected including trail conditions, ADA accessibility, road crossings, bridges/culverts, trail amenities, bollards, utility poles, safety deficiencies, restriction, obstructions, and any other pertinent items that are encountered.
- c) National Grid corridor – The County and B&L met with National Grid to introduce the project and discuss the potential to use this corridor as an off-road connection that would eliminate the on-road Bikeway connection of Country Club Road and Round Pond Road around the Glens Falls Country Club. National Grid will be providing an update on future projects in this area as well as any permitting and design standards that will be required.
- d) Discuss currently available data:
 - i) NYPA completed an inventory of the Feeder Canal Trail and will provide the ArcGIS data to the County and B&L.
 - ii) A/GFTC completed a Warren County Bikeway sign inventory and will be provided to the County and B&L.
 - iii) Adirondack Cycling Advocates completed an inventory of the bollards along the Warren County Bikeway. The use of bollards were identified as a concern during the meeting.
 - iv) NYSDOT will be collecting pedestrian and bicycle counts at several locations on the Warren County Bikeway. They will be providing this data to Warren County.
 - v) Review Tax maps to confirm ownership of the trail corridor by Warren County or the Local Municipalities/Canal Corps.



Warren County Modernization and Connectivity Plan for Multi-use Trails
Notes for the Initial Project Advisory Committee Meeting
Wednesday, August 9, 2023, at 2 PM



- e) Use Empire State Trail Standards and Guidelines with consideration for Warren County and Local standards.
- f) Focus Areas of Inventory and Analysis:
 - i) Country Club Road and Round Pond Road
 - ii) The Feeder Canal Trail connection through Glens Falls
 - iii) Dinosaur Valley/Magic Forest Area
 - iv) Downtown connections to Hudson Falls and Glens Falls
 - v) Wayfinding needs
 - vi) The County Municipal Center connection to the Bikeway
 - vii) Road crossings

5) Wayfinding Program

- a) Establish unified wayfinding sign component.
- b) Wayfinding signs should be used to direct users to public services/amenities or districts.
- c) Private advertisements should not be included in wayfinding program.
- d) Signs on roadways shall be MUTCD compliant.
- e) Downtown Saratoga is a good example of an attractive and functional wayfinding sign system.

6) Schedule

- a) Data collection to start the week of August 14th
- b) Project website rollout will start during the week of August 21st
- c) Public outreach session #1 will be scheduled soon. The PAC agreed that it would be best to take advantage of the tourism season to get the most out of the initial feedback session.

Action Items:

1. B&L – Project Website – week of August 21st
2. B&L/Warren County – Draft Public Outreach Plan
3. NYPA – Provide the GIS file of inventoried data on the Feeder Canal Trail (Completed)
4. A/GFTC – Provide the GIS file of the Warren County Bikeway Sign Inventory (Completed)

Warren County Modernization and Connectivity Plan for Multi-use Trails
Attendance Sheet for the
Initial Project Advisory Committee Meeting
Wednesday, August 9, 2023, at 2 PM

** Please fill in any missing contact information

Name	Affiliation	Email	Phone	In Attendance Y or N
Dean Moore	Warren County DPW/Parks and Rec	DMoore@warrencountypw.com	518-761-6366	Y
John Strough	Queensbury Supervisor. Warren County BOS	johns@queensbury.net	518-761-8229	Y
Patrick Dowd	City of Glens Falls, Community Development Director	communitydevelopment@cityofglensfalls.com	518-761-3867	
Pamela Landi	Washington County Planner	plandi@washingtontownny.gov	518-746-2290 x2294	Y
Shelby Moore	NYPA, Trail Manager	Shelby.Moore@nypa.gov	518-527-5641	Y
Jacqueline Schillinger	NYPA	Jacqueline.Schillinger@canals.ny.gov		
Cassandra Allen	Village of Hudson Falls	hfvillage@villageofhudsonfalls.com	(518)747-5426 Ext. 205	
Pattie Simone	Feeder Canal Alliance. Executive Director	director@feedercanal.org	518-792-5363	
Barbara Joudry	Adirondack Cycling Advocates, Director	Barbie_salsa1@yahoo.com	(410)-507-4098	Y
Audrey Burneson	NYSDOT,	Audrey.Burneson@dot.ny.gov		Y
Aaron Frankendorf	Adirondack/ Glens Falls Transportation Committee, Director	aaron@agffc.org		Y
Dan Barusch	T. and V. of LG, Planner	dbarusch@lakegeorgetown.org	518-668-5722 ext 5	Y
Jordan Haskins	Glens Falls Resident, Outdoor Recreation Enthusiast	Jordanhaskins101@yahoo.com	802-417-7026	Y
Ethan Gaddy	Warren County Planning	gaddy@warrencountyny.gov	518-761-6553	Y
Dan Rourke	Barton & Loguidice, DPC	drourke@bartonandloguidice.com	518-218-1801	Y
Tom Baird	Barton & Loguidice, DPC	tbaird@bartonandloguidice.com	518-218-1801	Y
Chris Hannett	Barton & Loguidice, DPC	channett@bartonandloguidice.com	518-218-1801	Y
Kirsten Catellier	Studio A / NYSDOT DART	kcatellier@studioadpc.com	518-450-4030	Y
Amey McLean	Studio A	amcleen@studioadpc.com	518-450-4030	Y
Steve Libbard	GF Feeder Canal	slb@libbard@gmail.com	518-491-8150	Y
Quinn Flavin	WOC Planning			
Audrey Burneson	NYSDOT Region 1	audrey.burneson@dot.ny.gov	518-457-9434	Y
CELESTE HARRIS	NYSDOT REGION 1	celeste.harris@dot.ny.gov	518-457-2113	Y



Warren County Modernization and Connectivity Plan for Multi-use Trails
Summary for Project Advisory Committee Meeting #2
Friday, January 26, 2023, at 9 AM via Zoom

1) Introductions & Attendees:

Barton & Loguidice, DPC:	Tom Baird, PE
	Dan Rourke, PE
	Chris Hannett, PE
Studio A:	Kirsten Catellier
Warren County:	Ethan Gaddy
	Dean Moore
	Sarah Brugger
	Kevin Hajos, PE
NYSDOT:	Celeste Harp
	Audrey Burneson
A/GFTC:	Aaron Frankenfild
City of Glens Falls:	Patrick Dowd
Town/Village of Lake George:	Dan Barusch
Adirondack Cycling Advocates:	Barbara Joudry
Queensbury Supervisor:	John Strough
Feeder Canal Alliance:	Pattie Simone
NYPA:	Shelby Moore

2) Meeting Summary:

B&L presented a summary of the existing conditions analysis and report to the committee and highlighted the methodologies used to collect, and then rank trail segments and features in a way that is presentable and quantifiable. B&L also provided preliminary findings on the Country Club Road and National Grid Corridor alternatives to address one of the “gaps” in the Warren County Bikeway. Below are comments and questions that were discussed by the committee:

- What percentage of the trail system is in good condition?
 - This type of assessment would be useful to add in for the public to see at meetings and add into the report.
- Add bollard assessment to the existing conditions section of the report.
- Break down trail segments by jurisdiction (Glens Falls, Queensbury, etc.)
- What are the plans to give feedback to the public, based on the survey conditions?
 - Survey results could be posted online.
 - Discuss internally and determine how to incorporate the public input into the report and future public forums.
 - Could hold a press release to show the results of the survey.
- Can the public continue to provide input on the trail to remain engaged with the project?
 - Discuss with county if the public comments can continuously be received throughout the duration of the project.
 - Constant communication from the public is welcome by Parks and Rec and the DPW for the condition of the trail.
- Kevin Hajos indicated that the ROW on Country Club Road is ROW by use.





Warren County Modernization and Connectivity Plan for Multi-use Trails
Summary for Project Advisory Committee Meeting #2
Friday, January 26, 2023, at 9 AM via Zoom

- Parking was discussed
 - Parking in front of the municipal center is an ideal location to park, a link is needed from this parking area to the bikeway (County is presently working on a project at the municipal center and will look to include a connection as part of that project.)
 - Additional parking mentioned at 275 Bay Rd
- AGFTC has two related projects scheduled through their Unified Planning Work Program for this year that will need to be coordinated with:
 - Town of Queensbury – Rush Pond to Warren County Municipal Center connection
 - City of Glens Falls Bicycle Master Plan
- The next FCT stakeholder meeting is March 5 from 3-4:30 at the Queensbury senior center. Email director@feedercanal.org if you would like more information on this meeting.
- It was noted that the Town and Village of Lake George was recently awarded DRI funding. It will be important to coordinate this project with the projects that will be developed through the DRI program.

3) Next steps:

- Downtown connection development will be a priority.
- Develop alternatives for the Country Club Road Area.
- Investigate alternatives for the Shermantown Rd to Glen Street gap in the FCT.
- Galusha Quarry.
 - City mentioned that Galusha is open to the idea of talking about this.
- Develop a wayfinding signage assessment and plan.
- Review public survey comments.
- Circulate public engagement ideas and info to the committee via email.

DOT use counts: [Warren County Multi-Use Trail Counters \(arcgis.com\)](https://arcgis.com)

Project website: [Warren County Connectivity Plan | Social Pinpoint \(mysocialpinpoint.com\)](https://www.warrencountyny.gov/ConnectivityPlan)

Public Survey Data: [Warren County Multi-Use Trail Survey Results \(arcgis.com\)](https://arcgis.com)





Warren County Modernization and Connectivity Plan for Multi-use Trails
Meeting Summary for the Project Advisory Committee Meeting #3
Wednesday, April 24, 2023, at 11 AM via Zoom

1) Introductions & Attendees:

Barton & Loguidice, DPC:	Tom Baird Dan Rourke Chris Hannett
Studio A:	Kirsten Catelier Jeff Anthony Maria Arroyo
Warren County:	Ethan Gaddy Sarah Brugger Kevin Hajos Gina Martin Nathan Etu
A GFTC:	Aaron Frankenfeld Jack Mance
City of Glens Falls:	Patrick Dowd
Town of Queensbury:	John Strough
NYSDOT:	Celeste Harp Audrey Burneson
NYPA:	Shelby Moore
Adirondack Cycling Advocates:	Barbara Joudry
Glens Falls Resident:	Jordan Haskins
Village of Hudson Falls	Cassandra Allen

2) Meeting Summary:

B&L presented a summary of their progress since the last PAC meeting and their achievements to date. One of those achievements is the development of preliminary Downtown Connections concepts to connect the existing bikeways to the downtown centers. B&L also presented an assessment and cross sections of the existing characteristics that must be considered when evaluating an existing roadway corridor for the implementation of a dedicated multi-use trail. This evaluation of the existing characteristics will be used to evaluate each corridor for the feasibility of developing a system that will cater to the most users on the roadway corridors. Below are comments and questions that were discussed by the committee:

- Add Murray St and Hudson Ave to the Glens Falls Downtown Connection map
- The intersection of Mohican St/Oakland Ave/Glen St is relatively new. Recent work and updates to an intersection should be considered by the Study.
- Add in Oakland Ave as an existing on-road route of the bikeway.
- Route characteristics and criteria:
 - Consider if flexibility in the roadway Functional Classifications is possible. Many roadways in the area are over classified. Consider how the roadway actual operates.
 - Ownership of the roadway corridor is very important.
 - Consider the roadway grade.
- The City of Glens Falls has had initial discussions with Galusha about a trail through and around their quarry. Just discussions so far, no concepts have been discussed at this time.
- NYS Law protects private property owners when a trail is built upon their land and limits trail users ability to sue for injury, etc.
- The use of the route should be considered. Recreational vs. commuter route.





Warren County Modernization and Connectivity Plan for Multi-use Trails Meeting Summary for the Project Advisory Committee Meeting #3 Wednesday, April 24, 2023, at 11 AM via Zoom

- Discussed the segment of Oakland Ave to the east, through the Finch Paper area.
- A|GFTC recently completed a study of the connection of the Warren County Bikeway to the downtown area of Lake George Village.
- The green path on the Lake George Village connection map will be crowded with Kids, Dogs, and other pedestrians, especially during the summer tourism months.
- Beach Road was recently reconstructed and the number of lanes was purposefully chosen and should not be altered.
- Westbrook Road was renamed to Elizabeth Little Boulevard.

During the meeting, another major topic of discussion was the public participation plan.

- Include 3 separate public participation events in each downtown area
- Events to consider:
 - Village of Lake George – Wine and Food Fest.
 - City of Glens Falls – Food Truck Rally
 - Hudson Falls – Community Night at the school
- Develop handouts and display boards to show at the events and share with the PAC for review and comment.

3) Next steps:

- a) Continue to coordinate with private stakeholders, such as Finch Paper and Galusha Quarry.
- b) Complete the existing condition analysis such as roadway crossing analysis, bollard inventory, etc.
- c) Complete existing wayfinding signage analysis and develop initial wayfinding concept plans.
- d) Public Participation Events

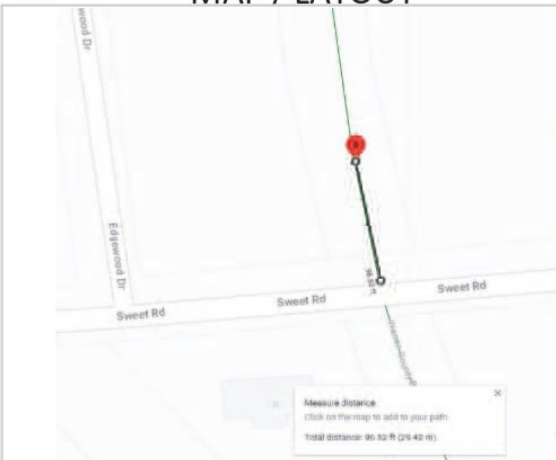
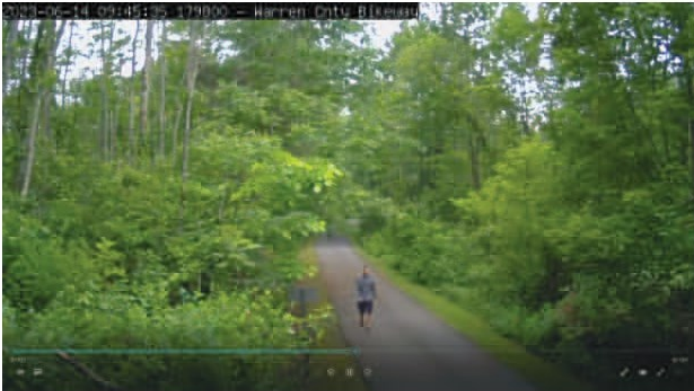


Appendix B: Trail Use Data

New York State Department of Transportation

Non-Motorized Count Field Log

Tri-State Traffic Data Inc.

Site Information				Installation Information	Setup	Check 1	Check 2	Pickup
Site ID: BRT000006				Date: 06/14/2023 Time: 08:28	Date: 06/18/2023	Date: 06/19/2023	Date: 06/22/2023	
Region: 1 County: Warren					Time: 19:15	Time: 07:30	Time: 11:20	
FIPS: 113 Road Name/Intersection: Warren County Bikeway				Dates of Collection: 06/15/2023 - 06/21/2023				
GeoCode: 0697				Interval 1: 7AM - 7PM		Interval 2:		
BIN:				Interval 3:		Interval 4:		
RR#:				Counter Location				
Municipality: Queensbury				Location Description: 96' N of Sweet Rd				
Count Type: Both Pedestrians and Bicycles				GPS Latitude: 43.3386			Date: 06/14/2023	
Count Movements: N,S				GPS Longitude: -73.666923			Time: 08:28	
Crew Information								
Org : Tri-State Traffic Data, Inc				Field Technicians: BEK / EW				
Weather Info								
	Date	Daily High Temp	Daily Low Temp	Precipitation	Weather Type			
Day 1	6/15/23	71	54	<input checked="" type="checkbox"/>	Scattered showers			
Day 2	6/16/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 3	6/17/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 4	6/18/23	61	51	<input checked="" type="checkbox"/>	Scattered showers			
Day 5	6/19/23	73	46	<input type="checkbox"/>	Sunny			
Day 6	6/20/23	78	54	<input type="checkbox"/>	Partly Cloudy			
Day 7	6/21/23	76	58	<input type="checkbox"/>	Sunny			
				<input type="checkbox"/>	Select			
Counter Info								
	Manufacturer:	Model:	Serial No:	Filename:	A-B Dir:	Interval		
Counter 1	TST-AFIDUS	200S	2303020197	BRT000006.csv	N/A	15MIN		
Counter 2								
Counter 3								
Counter 4								
Counter 5								
Counter 6								
Count Notes:								
Video not collected 7:00 AM to 7:00 PM 6/18/2023								
MAP / LAYOUT				SITE PHOTO				
								



Project	R1-Trail - NYSDOT
Site	BRT000006 / 17_9800_Warren County Bikeway
Coordinates	43.3386, -73.66692
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	N-S		S-N		Total
	PED	Bike	PED	Bike	
06/15/2023	61	62	64	60	247
06/16/2023	47	39	50	54	190
06/17/2023	21	5	23	9	58
06/18/2023					
06/19/2023	75	131	80	137	423
06/20/2023	60	77	63	86	286
06/21/2023	64	59	63	76	262
Counted Total	328	373	343	422	1466

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	6	4	10
9:00 AM-10:00 AM	10	10	20
10:00 AM-11:00 AM	8	4	12
11:00 AM-12:00 PM	7	11	18
12:00 PM-1:00 PM	5	5	10
1:00 PM-2:00 PM	4	5	9
2:00 PM-3:00 PM	3	3	6
3:00 PM-4:00 PM	5	5	10
4:00 PM-5:00 PM	6	4	10
5:00 PM-6:00 PM	6	7	13
6:00 PM-7:00 PM	3	3	6
Count Total	64	61	125
Max	9 AM - 10 AM		20
AM Max	9 AM - 10 AM		20
Mid Max	11 AM - 12 PM		18
PM Max	5 PM - 6 PM		13

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	4	3	7
9:00 AM-10:00 AM	10	9	19
10:00 AM-11:00 AM	5	5	10
11:00 AM-12:00 PM	5	6	11
12:00 PM-1:00 PM	6	5	11
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	5	3	8
3:00 PM-4:00 PM	6	3	9
4:00 PM-5:00 PM	5	8	13
5:00 PM-6:00 PM	1	1	2
6:00 PM-7:00 PM	1	1	2
Count Total	50	47	97
Max	9 AM - 10 AM		19
AM Max	9 AM - 10 AM		19
Mid Max	11 AM - 12 PM		11
PM Max	4 PM - 5 PM		13

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	4	5
8:00 AM-9:00 AM	1	5	6
9:00 AM-10:00 AM	6	3	9
10:00 AM-11:00 AM	5	8	13
11:00 AM-12:00 PM	6	10	16
12:00 PM-1:00 PM	5	14	19
1:00 PM-2:00 PM	6	1	7
2:00 PM-3:00 PM	1	2	3
3:00 PM-4:00 PM	16	8	24
4:00 PM-5:00 PM	5	0	5
5:00 PM-6:00 PM	4	2	6
6:00 PM-7:00 PM	4	5	9
Count Total	60	62	122
Max	3 PM - 4 PM		24
AM Max	9 AM - 10 AM		9
Mid Max	12 PM - 1 PM		19
PM Max	3 PM - 4 PM		24

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	4	4
8:00 AM-9:00 AM	4	6	10
9:00 AM-10:00 AM	11	3	14
10:00 AM-11:00 AM	7	2	9
11:00 AM-12:00 PM	4	5	9
12:00 PM-1:00 PM	1	2	3
1:00 PM-2:00 PM	6	3	9
2:00 PM-3:00 PM	3	4	7
3:00 PM-4:00 PM	1	0	1
4:00 PM-5:00 PM	11	3	14
5:00 PM-6:00 PM	2	5	7
6:00 PM-7:00 PM	4	2	6
Count Total	54	39	93
Max	9 AM - 10 AM		14
AM Max	9 AM - 10 AM		14
Mid Max	10 AM - 11 AM		9
PM Max	4 PM - 5 PM		14

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	6	3	9
9:00 AM-10:00 AM	3	5	8
10:00 AM-11:00 AM	1	2	3
11:00 AM-12:00 PM	4	3	7
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	4	3	7
2:00 PM-3:00 PM	2	2	4
3:00 PM-4:00 PM	0	1	1
4:00 PM-5:00 PM	0	1	1
5:00 PM-6:00 PM	1	0	1
6:00 PM-7:00 PM	1	1	2
Count Total	23	21	44
Max	8 AM - 9 AM		9
AM Max	8 AM - 9 AM		9
Mid Max	11 AM - 12 PM		7
PM Max	6 PM - 7 PM		2

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	3	0	3
10:00 AM-11:00 AM	3	1	4
11:00 AM-12:00 PM	0	4	4
12:00 PM-1:00 PM	2	0	2
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	9	5	14
Max	10 AM - 11 AM		4
AM Max	9 AM - 10 AM		3
Mid Max	10 AM - 11 AM		4
PM Max	3 PM - 4 PM		0

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	2	3
8:00 AM-9:00 AM	6	2	8
9:00 AM-10:00 AM	9	9	18
10:00 AM-11:00 AM	18	15	33
11:00 AM-12:00 PM	4	3	7
12:00 PM-1:00 PM	13	11	24
1:00 PM-2:00 PM	3	4	7
2:00 PM-3:00 PM	10	13	23
3:00 PM-4:00 PM	11	8	19
4:00 PM-5:00 PM	4	1	5
5:00 PM-6:00 PM	1	6	7
6:00 PM-7:00 PM	0	1	1
Count Total	80	75	155
Max	10 AM - 11 AM		33
AM Max	9 AM - 10 AM		18
Mid Max	10 AM - 11 AM		33
PM Max	3 PM - 4 PM		19

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	3	1	4
8:00 AM-9:00 AM	6	10	16
9:00 AM-10:00 AM	10	3	13
10:00 AM-11:00 AM	21	19	40
11:00 AM-12:00 PM	20	14	34
12:00 PM-1:00 PM	10	11	21
1:00 PM-2:00 PM	16	16	32
2:00 PM-3:00 PM	15	9	24
3:00 PM-4:00 PM	6	11	17
4:00 PM-5:00 PM	17	11	28
5:00 PM-6:00 PM	1	13	14
6:00 PM-7:00 PM	12	13	25
Count Total	137	131	268
Max	10 AM - 11 AM		40
AM Max	8 AM - 9 AM		16
Mid Max	10 AM - 11 AM		40
PM Max	4 PM - 5 PM		28

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	2	3	5
9:00 AM-10:00 AM	9	7	16
10:00 AM-11:00 AM	8	7	15
11:00 AM-12:00 PM	4	3	7
12:00 PM-1:00 PM	5	5	10
1:00 PM-2:00 PM	10	12	22
2:00 PM-3:00 PM	3	3	6
3:00 PM-4:00 PM	3	1	4
4:00 PM-5:00 PM	7	6	13
5:00 PM-6:00 PM	7	6	13
6:00 PM-7:00 PM	4	6	10
Count Total	63	60	123
Max	1 PM - 2 PM		22
AM Max	9 AM - 10 AM		16
Mid Max	1 PM - 2 PM		22
PM Max	4 PM - 5 PM		13

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	4	5
8:00 AM-9:00 AM	4	2	6
9:00 AM-10:00 AM	5	4	9
10:00 AM-11:00 AM	9	8	17
11:00 AM-12:00 PM	10	12	22
12:00 PM-1:00 PM	8	5	13
1:00 PM-2:00 PM	15	8	23
2:00 PM-3:00 PM	7	6	13
3:00 PM-4:00 PM	10	4	14
4:00 PM-5:00 PM	4	10	14
5:00 PM-6:00 PM	5	6	11
6:00 PM-7:00 PM	8	8	16
Count Total	86	77	163
Max	1 PM - 2 PM		23
AM Max	9 AM - 10 AM		9
Mid Max	1 PM - 2 PM		23
PM Max	6 PM - 7 PM		16

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	3	2	5
9:00 AM-10:00 AM	7	8	15
10:00 AM-11:00 AM	10	12	22
11:00 AM-12:00 PM	3	3	6
12:00 PM-1:00 PM	6	5	11
1:00 PM-2:00 PM	3	2	5
2:00 PM-3:00 PM	6	7	13
3:00 PM-4:00 PM	5	10	15
4:00 PM-5:00 PM	3	0	3
5:00 PM-6:00 PM	10	9	19
6:00 PM-7:00 PM	6	6	12
Count Total	63	64	127
Max	10 AM - 11 AM		22
AM Max	9 AM - 10 AM		15
Mid Max	10 AM - 11 AM		22
PM Max	5 PM - 6 PM		19

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	2	0	2
8:00 AM-9:00 AM	4	4	8
9:00 AM-10:00 AM	3	5	8
10:00 AM-11:00 AM	6	2	8
11:00 AM-12:00 PM	11	6	17
12:00 PM-1:00 PM	12	4	16
1:00 PM-2:00 PM	6	4	10
2:00 PM-3:00 PM	6	13	19
3:00 PM-4:00 PM	4	4	8
4:00 PM-5:00 PM	9	10	19
5:00 PM-6:00 PM	8	4	12
6:00 PM-7:00 PM	5	3	8
Count Total	76	59	135
Max	2 PM - 3 PM		19
AM Max	8 AM - 9 AM		8
Mid Max	2 PM - 3 PM		19
PM Max	4 PM - 5 PM		19





Project	R1-Trail - NYSDOT
Site	BRT000007 / 17_9801_Warren County Bikeway
Coordinates	43.31955, -73.64205
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	N-S		S-N		Total
	PED	Bike	PED	Bike	
06/15/2023	54	75	115	64	308
06/16/2023	67	46	61	52	226
06/17/2023	38	20	49	19	126
06/18/2023					
06/19/2023	83	109	98	96	386
06/20/2023	73	91	75	97	336
06/21/2023	71	76	64	78	289
Counted Total	386	417	462	406	1671

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	8	1	9
8:00 AM-9:00 AM	11	9	20
9:00 AM-10:00 AM	6	7	13
10:00 AM-11:00 AM	7	3	10
11:00 AM-12:00 PM	4	5	9
12:00 PM-1:00 PM	2	3	5
1:00 PM-2:00 PM	56	0	56
2:00 PM-3:00 PM	5	0	5
3:00 PM-4:00 PM	7	9	16
4:00 PM-5:00 PM	2	5	7
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	5	10	15
Count Total	115	54	169
Max	1 PM - 2 PM		56
AM Max	8 AM - 9 AM		20
Mid Max	1 PM - 2 PM		56
PM Max	3 PM - 4 PM		16

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	2	2	4
8:00 AM-9:00 AM	1	8	9
9:00 AM-10:00 AM	4	3	7
10:00 AM-11:00 AM	4	4	8
11:00 AM-12:00 PM	5	10	15
12:00 PM-1:00 PM	4	1	5
1:00 PM-2:00 PM	4	9	13
2:00 PM-3:00 PM	15	6	21
3:00 PM-4:00 PM	7	8	15
4:00 PM-5:00 PM	6	6	12
5:00 PM-6:00 PM	7	5	12
6:00 PM-7:00 PM	5	13	18
Count Total	64	75	139
Max	2 PM - 3 PM		21
AM Max	8 AM - 9 AM		9
Mid Max	2 PM - 3 PM		21
PM Max	6 PM - 7 PM		18

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	6	4	10
8:00 AM-9:00 AM	3	4	7
9:00 AM-10:00 AM	12	12	24
10:00 AM-11:00 AM	3	6	9
11:00 AM-12:00 PM	3	2	5
12:00 PM-1:00 PM	3	3	6
1:00 PM-2:00 PM	5	4	9
2:00 PM-3:00 PM	2	2	4
3:00 PM-4:00 PM	8	11	19
4:00 PM-5:00 PM	6	3	9
5:00 PM-6:00 PM	4	11	15
6:00 PM-7:00 PM	6	5	11
Count Total	61	67	128
Max	9 AM - 10 AM		24
AM Max	9 AM - 10 AM		24
Mid Max	10 AM - 11 AM		9
PM Max	3 PM - 4 PM		19

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	3	4
8:00 AM-9:00 AM	2	6	8
9:00 AM-10:00 AM	8	5	13
10:00 AM-11:00 AM	8	5	13
11:00 AM-12:00 PM	2	4	6
12:00 PM-1:00 PM	3	1	4
1:00 PM-2:00 PM	3	3	6
2:00 PM-3:00 PM	5	2	7
3:00 PM-4:00 PM	7	1	8
4:00 PM-5:00 PM	7	6	13
5:00 PM-6:00 PM	5	8	13
6:00 PM-7:00 PM	1	2	3
Count Total	52	46	98
Max	9 AM - 10 AM		13
AM Max	9 AM - 10 AM		13
Mid Max	10 AM - 11 AM		13
PM Max	4 PM - 5 PM		13

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	3	6	9
8:00 AM-9:00 AM	8	9	17
9:00 AM-10:00 AM	10	5	15
10:00 AM-11:00 AM	3	3	6
11:00 AM-12:00 PM	2	2	4
12:00 PM-1:00 PM	2	0	2
1:00 PM-2:00 PM	4	0	4
2:00 PM-3:00 PM	1	0	1
3:00 PM-4:00 PM	0	2	2
4:00 PM-5:00 PM	6	3	9
5:00 PM-6:00 PM	5	2	7
6:00 PM-7:00 PM	5	6	11
Count Total	49	38	87
Max	8 AM - 9 AM		17
AM Max	8 AM - 9 AM		17
Mid Max	10 AM - 11 AM		6
PM Max	6 PM - 7 PM		11

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	7	6	13
11:00 AM-12:00 PM	3	5	8
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	1	0	1
3:00 PM-4:00 PM	0	3	3
4:00 PM-5:00 PM	1	1	2
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	2	0	2
Count Total	19	20	39
Max	10 AM - 11 AM		13
AM Max	7 AM - 8 AM		2
Mid Max	10 AM - 11 AM		13
PM Max	3 PM - 4 PM		3

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	3	4
8:00 AM-9:00 AM	6	5	11
9:00 AM-10:00 AM	9	10	19
10:00 AM-11:00 AM	16	9	25
11:00 AM-12:00 PM	5	7	12
12:00 PM-1:00 PM	3	0	3
1:00 PM-2:00 PM	2	1	3
2:00 PM-3:00 PM	2	5	7
3:00 PM-4:00 PM			
4:00 PM-5:00 PM	not counted due to equipment issues.		
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max	8 AM - 9 AM		19
AM Max	9 AM - 10 AM		19
Mid Max	10 AM - 11 AM		25
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	3	6	9
9:00 AM-10:00 AM	6	1	7
10:00 AM-11:00 AM	5	4	9
11:00 AM-12:00 PM	7	8	15
12:00 PM-1:00 PM	10	11	21
1:00 PM-2:00 PM	9	4	13
2:00 PM-3:00 PM	10	5	15
3:00 PM-4:00 PM			
4:00 PM-5:00 PM	not counted due to equipment issues.		
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max	8 AM - 9 AM		9
AM Max	8 AM - 9 AM		9
Mid Max	12 PM - 1 PM		21
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	7	5	12
8:00 AM-9:00 AM	1	4	5
9:00 AM-10:00 AM	11	7	18
10:00 AM-11:00 AM	5	4	9
11:00 AM-12:00 PM	12	8	20
12:00 PM-1:00 PM	10	16	26
1:00 PM-2:00 PM	11	7	18
2:00 PM-3:00 PM	6	4	10
3:00 PM-4:00 PM	5	3	8
4:00 PM-5:00 PM	14	6	20
5:00 PM-6:00 PM	5	9	14
6:00 PM-7:00 PM	11	10	21
Count Total	98	83	181
Max	12 PM - 1 PM		26
AM Max	9 AM - 10 AM		18
Mid Max	12 PM - 1 PM		26
PM Max	6 PM - 7 PM		21

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	4	1	5
8:00 AM-9:00 AM	4	4	8
9:00 AM-10:00 AM	2	8	10
10:00 AM-11:00 AM	15	11	26
11:00 AM-12:00 PM	12	7	19
12:00 PM-1:00 PM	4	14	18
1:00 PM-2:00 PM	15	9	24
2:00 PM-3:00 PM	13	10	23
3:00 PM-4:00 PM	6	9	15
4:00 PM-5:00 PM	9	11	20
5:00 PM-6:00 PM	4	14	18
6:00 PM-7:00 PM	8	11	19
Count Total	96	109	205
Max	10 AM - 11 AM		26
AM Max	9 AM - 10 AM		10
Mid Max	10 AM - 11 AM		26
PM Max	4 PM - 5 PM		20

Date 06/20/2023
Day Tuesday

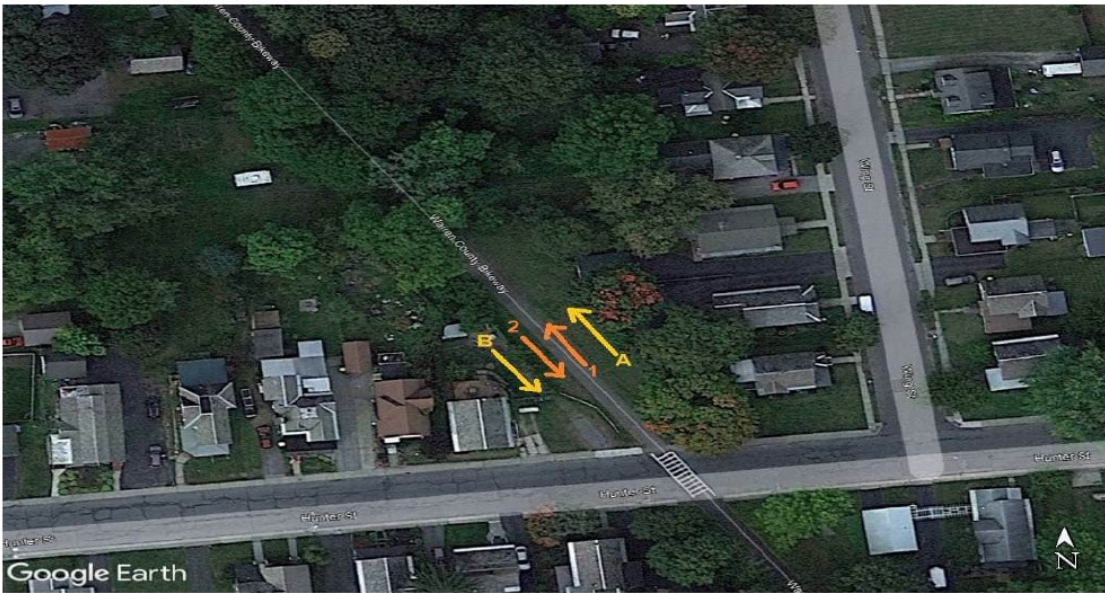
Time	PED		Total
	A	B	
7:00 AM-8:00 AM	8	2	10
8:00 AM-9:00 AM	7	7	14
9:00 AM-10:00 AM	12	13	25
10:00 AM-11:00 AM	7	8	15
11:00 AM-12:00 PM	7	0	7
12:00 PM-1:00 PM	2	4	6
1:00 PM-2:00 PM	5	8	13
2:00 PM-3:00 PM	0	5	5
3:00 PM-4:00 PM	6	4	10
4:00 PM-5:00 PM	6	2	8
5:00 PM-6:00 PM	8	10	18
6:00 PM-7:00 PM	7	10	17
Count Total	75	73	148
Max	9 AM - 10 AM		25
AM Max	9 AM - 10 AM		25
Mid Max	10 AM - 11 AM		15
PM Max	5 PM - 6 PM		18

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	4	5
8:00 AM-9:00 AM	3	2	5
9:00 AM-10:00 AM	6	3	9
10:00 AM-11:00 AM	7	8	15
11:00 AM-12:00 PM	11	12	23
12:00 PM-1:00 PM	12	6	18
1:00 PM-2:00 PM	4	4	8
2:00 PM-3:00 PM	9	10	19
3:00 PM-4:00 PM	18	14	32
4:00 PM-5:00 PM	8	11	19
5:00 PM-6:00 PM	8	5	13
6:00 PM-7:00 PM	10	12	22
Count Total	97	91	188
Max	3 PM - 4 PM		32
AM Max	9 AM - 10 AM		9
Mid Max	11 AM - 12 PM		23
PM Max	3 PM - 4 PM		32

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	6	5	11
8:00 AM-9:00 AM	11	6	17
9:00 AM-10:00 AM	4	8	12
10:00 AM-11:00 AM	10	13	23
11:00 AM-12:00 PM	7	4	11
12:00 PM-1:00 PM	4	3	7
1:00 PM-2:00 PM	3	4	7
2:00 PM-3:00 PM	6	9	15
3:00 PM-4:00 PM	2	5	7
4:00 PM-5:00 PM	2	2	4
5:00 PM-6:00 PM	8	4	12
6:00 PM-7:00 PM	1	8	9
Count Total	64	71	135
Max	10 AM - 11 AM		23
AM Max	8 AM - 9 AM		17
Mid Max	10 AM - 11 AM		23
PM Max	5 PM - 6 PM		12

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	2	2
8:00 AM-9:00 AM	3	6	9
9:00 AM-10:00 AM	4	3	7
10:00 AM-11:00 AM	5	5	10
11:00 AM-12:00 PM	12	13	25
12:00 PM-1:00 PM	9	6	15
1:00 PM-2:00 PM	4	3	7
2:00 PM-3:00 PM	8	15	23
3:00 PM-4:00 PM	5	3	8
4:00 PM-5:00 PM	11	7	18
5:00 PM-6:00 PM	8	4	12
6:00 PM-7:00 PM	9	9	18
Count Total	78	76	154
Max	11 AM - 12 PM		25
AM Max	8 AM - 9 AM		9
Mid Max	11 AM - 12 PM		25
PM Max	4 PM - 5 PM		18





Project	R1-Trail - NYSDOT
Site	BRT000008 / 17_9802_Feeder Canal Park Heritage
Coordinates	43.29271, -73.65505
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	E-W		W-E		Total
	PED	Bike	PED	Bike	
06/15/2023	61	18	57	21	157
06/16/2023	35	13	40	14	102
06/17/2023	206	3	314	1	524
06/18/2023					
06/19/2023	65	20	62	16	163
06/20/2023	63	11	82	11	167
06/21/2023	64	21	59	12	156
Counted Total	494	86	614	75	1269

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	8	11	19
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	6	6	12
10:00 AM-11:00 AM	4	5	9
11:00 AM-12:00 PM	6	7	13
12:00 PM-1:00 PM	8	6	14
1:00 PM-2:00 PM	0	7	7
2:00 PM-3:00 PM	2	0	2
3:00 PM-4:00 PM	3	2	5
4:00 PM-5:00 PM	7	7	14
5:00 PM-6:00 PM	4	5	9
6:00 PM-7:00 PM	8	5	13
Count Total	57	61	118
Max	7 AM - 8 AM		19
AM Max	7 AM - 8 AM		19
Mid Max	12 PM - 1 PM		14
PM Max	4 PM - 5 PM		14

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	0	2	2
9:00 AM-10:00 AM	3	0	3
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	0	1	1
12:00 PM-1:00 PM	2	2	4
1:00 PM-2:00 PM	0	2	2
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	4	2	6
4:00 PM-5:00 PM	4	3	7
5:00 PM-6:00 PM	5	5	10
6:00 PM-7:00 PM	2	1	3
Count Total	21	18	39
Max	5 PM - 6 PM		10
AM Max	9 AM - 10 AM		3
Mid Max	12 PM - 1 PM		4
PM Max	5 PM - 6 PM		10

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	4	5
8:00 AM-9:00 AM	3	0	3
9:00 AM-10:00 AM	2	4	6
10:00 AM-11:00 AM	5	4	9
11:00 AM-12:00 PM	5	5	10
12:00 PM-1:00 PM	4	2	6
1:00 PM-2:00 PM	3	3	6
2:00 PM-3:00 PM	5	3	8
3:00 PM-4:00 PM	3	4	7
4:00 PM-5:00 PM	5	2	7
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	2	2	4
Count Total	40	35	75
Max	11 AM - 12 PM		10
AM Max	9 AM - 10 AM		6
Mid Max	11 AM - 12 PM		10
PM Max	3 PM - 4 PM		7

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	1	1
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	4	1	5
1:00 PM-2:00 PM	2	0	2
2:00 PM-3:00 PM	0	1	1
3:00 PM-4:00 PM	5	8	13
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	1	1	2
6:00 PM-7:00 PM	0	0	0
Count Total	14	13	27
Max	3 PM - 4 PM		13
AM Max	7 AM - 8 AM		2
Mid Max	12 PM - 1 PM		5
PM Max	3 PM - 4 PM		13

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	304	198	502
10:00 AM-11:00 AM	2	2	4
11:00 AM-12:00 PM	2	1	3
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	2	0	2
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	1	0	1
Count Total	314	206	520
Max	9 AM - 10 AM		502
AM Max	9 AM - 10 AM		502
Mid Max	1 PM - 2 PM		5
PM Max	5 PM - 6 PM		1

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	1	1
10:00 AM-11:00 AM	1	1	2
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	1	3	4
Max	10 AM - 11 AM		2
AM Max	7 AM - 8 AM		1
Mid Max	10 AM - 11 AM		2
PM Max	3 PM - 4 PM		0

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	2	2
8:00 AM-9:00 AM	0	2	2
9:00 AM-10:00 AM	7	1	8
10:00 AM-11:00 AM	6	7	13
11:00 AM-12:00 PM	1	3	4
12:00 PM-1:00 PM	5	0	5
1:00 PM-2:00 PM	6	1	7
2:00 PM-3:00 PM	9	5	14
3:00 PM-4:00 PM	8	12	20
4:00 PM-5:00 PM	5	4	9
5:00 PM-6:00 PM	not counted due to equipment issues.		
6:00 PM-7:00 PM	not counted due to equipment issues.		
Count Total	not counted due to equipment issues.		
Max	3 PM - 4 PM		20
AM Max	9 AM - 10 AM		8
Mid Max	2 PM - 3 PM		14
PM Max	3 PM - 4 PM		20

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	2	0	2
11:00 AM-12:00 PM	3	0	3
12:00 PM-1:00 PM	4	3	7
1:00 PM-2:00 PM	1	1	2
2:00 PM-3:00 PM	1	0	1
3:00 PM-4:00 PM	1	3	4
4:00 PM-5:00 PM	6	10	16
5:00 PM-6:00 PM	not counted due to equipment issues.		
6:00 PM-7:00 PM	not counted due to equipment issues.		
Count Total	not counted due to equipment issues.		
Max	4 PM - 5 PM		16
AM Max	7 AM - 8 AM		0
Mid Max	12 PM - 1 PM		7
PM Max	4 PM - 5 PM		16

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	4	6
8:00 AM-9:00 AM	9	4	13
9:00 AM-10:00 AM	4	2	6
10:00 AM-11:00 AM	5	8	13
11:00 AM-12:00 PM	9	10	19
12:00 PM-1:00 PM	10	6	16
1:00 PM-2:00 PM	5	4	9
2:00 PM-3:00 PM	3	2	5
3:00 PM-4:00 PM	7	11	18
4:00 PM-5:00 PM	4	8	12
5:00 PM-6:00 PM	3	4	7
6:00 PM-7:00 PM	1	2	3
Count Total	62	65	127
Max	11 AM - 12 PM		19
AM Max	8 AM - 9 AM		13
Mid Max	11 AM - 12 PM		19
PM Max	3 PM - 4 PM		18

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	2	1	3
10:00 AM-11:00 AM	2	3	5
11:00 AM-12:00 PM	1	2	3
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	0	1	1
2:00 PM-3:00 PM	0	3	3
3:00 PM-4:00 PM	5	4	9
4:00 PM-5:00 PM	2	4	6
5:00 PM-6:00 PM	2	0	2
6:00 PM-7:00 PM	0	2	2
Count Total	16	20	36
Max	3 PM - 4 PM		9
AM Max	9 AM - 10 AM		3
Mid Max	10 AM - 11 AM		5
PM Max	3 PM - 4 PM		9

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	3	3
8:00 AM-9:00 AM	2	6	8
9:00 AM-10:00 AM	10	9	19
10:00 AM-11:00 AM	11	3	14
11:00 AM-12:00 PM	5	11	16
12:00 PM-1:00 PM	7	4	11
1:00 PM-2:00 PM	5	7	12
2:00 PM-3:00 PM	5	3	8
3:00 PM-4:00 PM	4	1	5
4:00 PM-5:00 PM	11	3	14
5:00 PM-6:00 PM	5	10	15
6:00 PM-7:00 PM	17	3	20
Count Total	82	63	145
Max	6 PM - 7 PM		20
AM Max	9 AM - 10 AM		19
Mid Max	11 AM - 12 PM		16
PM Max	6 PM - 7 PM		20

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	1	3	4
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	1	1
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	2	3	5
5:00 PM-6:00 PM	4	1	5
6:00 PM-7:00 PM	4	3	7
Count Total	11	11	22
Max	6 PM - 7 PM		7
AM Max	7 AM - 8 AM		0
Mid Max	11 AM - 12 PM		4
PM Max	6 PM - 7 PM		7

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	2	2
8:00 AM-9:00 AM	7	1	8
9:00 AM-10:00 AM	4	10	14
10:00 AM-11:00 AM	5	7	12
11:00 AM-12:00 PM	14	9	23
12:00 PM-1:00 PM	4	15	19
1:00 PM-2:00 PM	5	4	9
2:00 PM-3:00 PM	2	3	5
3:00 PM-4:00 PM	1	2	3
4:00 PM-5:00 PM	4	1	5
5:00 PM-6:00 PM	4	5	9
6:00 PM-7:00 PM	9	5	14
Count Total	59	64	123
Max	11 AM - 12 PM		23
AM Max	9 AM - 10 AM		14
Mid Max	11 AM - 12 PM		23
PM Max	6 PM - 7 PM		14

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	0	1	1
9:00 AM-10:00 AM	3	1	4
10:00 AM-11:00 AM	1	0	1
11:00 AM-12:00 PM	0	1	1
12:00 PM-1:00 PM	1	2	3
1:00 PM-2:00 PM	1	1	2
2:00 PM-3:00 PM	0	3	3
3:00 PM-4:00 PM	0	1	1
4:00 PM-5:00 PM	1	3	4
5:00 PM-6:00 PM	2	5	7
6:00 PM-7:00 PM	3	2	5
Count Total	12	21	33
Max	5 PM - 6 PM		7
AM Max	9 AM - 10 AM		4
Mid Max	12 PM - 1 PM		3
PM Max	5 PM - 6 PM		7





Project	R1-Trail - NYSDOT
Site	BRT000009 / 17_9803_Feeder Canal Park Heritage
Coordinates	43.3047, -73.64382
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	N-S		S-N		Total
	PED	Bike	PED	Bike	
06/15/2023	43	16	41	23	123
06/16/2023	21	10	21	13	65
06/17/2023	7	4	9	2	22
06/18/2023					
06/19/2023	22	18	25	28	93
06/20/2023	26	13	37	20	96
06/21/2023	23	18	19	26	86
Counted Total	142	79	152	112	485

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	10	11	21
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	3	6	9
10:00 AM-11:00 AM	0	1	1
11:00 AM-12:00 PM	1	1	2
12:00 PM-1:00 PM	17	11	28
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	4	4	8
4:00 PM-5:00 PM	1	1	2
5:00 PM-6:00 PM	2	4	6
6:00 PM-7:00 PM	3	4	7
Count Total	41	43	84
Max	12 PM - 1 PM		28
AM Max	7 AM - 8 AM		21
Mid Max	12 PM - 1 PM		28
PM Max	3 PM - 4 PM		8

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	3	0	3
10:00 AM-11:00 AM	1	1	2
11:00 AM-12:00 PM	2	0	2
12:00 PM-1:00 PM	2	4	6
1:00 PM-2:00 PM	0	2	2
2:00 PM-3:00 PM	2	0	2
3:00 PM-4:00 PM	5	4	9
4:00 PM-5:00 PM	4	3	7
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	1	0	1
Count Total	23	16	39
Max	3 PM - 4 PM		9
AM Max	9 AM - 10 AM		3
Mid Max	12 PM - 1 PM		6
PM Max	3 PM - 4 PM		9

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	0	1	1
10:00 AM-11:00 AM	4	3	7
11:00 AM-12:00 PM	2	4	6
12:00 PM-1:00 PM	6	2	8
1:00 PM-2:00 PM	1	0	1
2:00 PM-3:00 PM	4	6	10
3:00 PM-4:00 PM	1	2	3
4:00 PM-5:00 PM	2	1	3
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	0	0	0
Count Total	21	21	42
Max	2 PM - 3 PM		10
AM Max	7 AM - 8 AM		1
Mid Max	2 PM - 3 PM		10
PM Max	3 PM - 4 PM		3

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	4	1	5
1:00 PM-2:00 PM	2	0	2
2:00 PM-3:00 PM	2	1	3
3:00 PM-4:00 PM	1	5	6
4:00 PM-5:00 PM	2	1	3
5:00 PM-6:00 PM	1	1	2
6:00 PM-7:00 PM	0	0	0
Count Total	13	10	23
Max	3 PM - 4 PM		6
AM Max	7 AM - 8 AM		1
Mid Max	12 PM - 1 PM		5
PM Max	3 PM - 4 PM		6

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	1	1	2
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	0	3	3
1:00 PM-2:00 PM	2	2	4
2:00 PM-3:00 PM	4	0	4
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	1	1	2
Count Total	9	7	16
Max	1 PM - 2 PM		4
AM Max	7 AM - 8 AM		0
Mid Max	1 PM - 2 PM		4
PM Max	6 PM - 7 PM		2

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	2	2	4
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	2	2
Count Total	2	4	6
Max	10 AM - 11 AM		4
AM Max	7 AM - 8 AM		0
Mid Max	10 AM - 11 AM		4
PM Max	6 PM - 7 PM		2

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	3	4
8:00 AM-9:00 AM	5	1	6
9:00 AM-10:00 AM	0	1	1
10:00 AM-11:00 AM	1	3	4
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	6	4	10
1:00 PM-2:00 PM	4	5	9
2:00 PM-3:00 PM	1	3	4
3:00 PM-4:00 PM	1	0	1
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	5	2	7
6:00 PM-7:00 PM	0	0	0
Count Total	25	22	47
Max	12 PM - 1 PM		10
AM Max	8 AM - 9 AM		6
Mid Max	12 PM - 1 PM		10
PM Max	5 PM - 6 PM		7

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	2	2	4
11:00 AM-12:00 PM	4	1	5
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	3	0	3
3:00 PM-4:00 PM	10	10	20
4:00 PM-5:00 PM	4	3	7
5:00 PM-6:00 PM	2	0	2
6:00 PM-7:00 PM	1	0	1
Count Total	28	18	46
Max	3 PM - 4 PM		20
AM Max	8 AM - 9 AM		2
Mid Max	11 AM - 12 PM		5
PM Max	3 PM - 4 PM		20

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	2	4	6
12:00 PM-1:00 PM	5	3	8
1:00 PM-2:00 PM	0	4	4
2:00 PM-3:00 PM	3	0	3
3:00 PM-4:00 PM	1	1	2
4:00 PM-5:00 PM	2	2	4
5:00 PM-6:00 PM	6	7	13
6:00 PM-7:00 PM	16	2	18
Count Total	37	26	63
Max	6 PM - 7 PM		18
AM Max	8 AM - 9 AM		2
Mid Max	12 PM - 1 PM		8
PM Max	6 PM - 7 PM		18

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	2	0	2
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	1	0	1
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	1	2	3
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	1	4	5
3:00 PM-4:00 PM	1	0	1
4:00 PM-5:00 PM	2	0	2
5:00 PM-6:00 PM	7	2	9
6:00 PM-7:00 PM	3	4	7
Count Total	20	13	33
Max	5 PM - 6 PM		9
AM Max	7 AM - 8 AM		2
Mid Max	2 PM - 3 PM		5
PM Max	5 PM - 6 PM		9

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	7	6	13
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	3	5	8
3:00 PM-4:00 PM	2	2	4
4:00 PM-5:00 PM	1	1	2
5:00 PM-6:00 PM	2	4	6
6:00 PM-7:00 PM	1	1	2
Count Total	19	23	42
Max	12 PM - 1 PM		13
AM Max	9 AM - 10 AM		2
Mid Max	12 PM - 1 PM		13
PM Max	5 PM - 6 PM		6

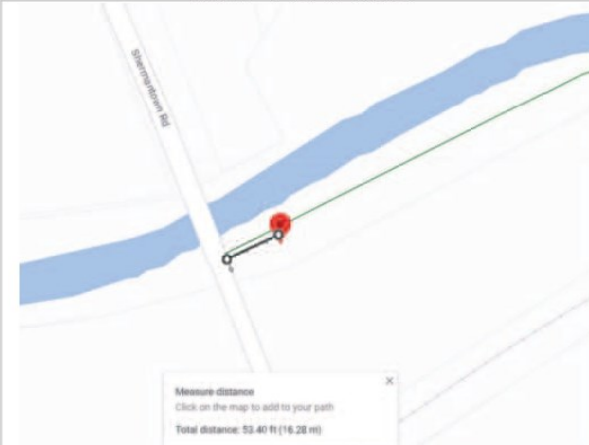

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	0	2	2
9:00 AM-10:00 AM	4	2	6
10:00 AM-11:00 AM	1	0	1
11:00 AM-12:00 PM	0	2	2
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	1	0	1
2:00 PM-3:00 PM	4	2	6
3:00 PM-4:00 PM	2	3	5
4:00 PM-5:00 PM	9	2	11
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	2	1	3
Count Total	26	18	44
Max	4 PM - 5 PM		11
AM Max	9 AM - 10 AM		6
Mid Max	2 PM - 3 PM		6
PM Max	4 PM - 5 PM		11



New York State Department of Transportation

Non-Motorized Count Field Log

Tri-State Traffic Data Inc.

Site Information				Installation Information	Setup	Check 1	Check 2	Pickup
Site ID: BRT000010				Installation Information	Date: 06/14/2023	Date: 06/18/2023	Date: 06/21/0203	Date: 06/22/2023
Region: 1	County: Warren				Time: 09:15	Time: 19:27	Time: 07:18	Time: 09:06
FIPS: 113	Road Name/Intersection: Feeder Canal Park - Heritage Trail			Dates of Collection: 07/15/2023 - 07/21/2023				
GeoCode: 2017				Interval 1: 7AM - 7PM		Interval 2:		
BIN:	Route/Road #:			Interval 3:		Interval 4:		
RR#:				Counter Location				
Municipality: Glens Falls				Location Description: 53' E of Shermantown Rd				
Count Type: Both Pedestrians and Bicycles				GPS Latitude: 43.307986			Date: 06/14/2023	
Count Movements: E,W				GPS Longitude: -73.626142			Time: 09:15	
Crew Information								
Org : Tri-State Traffic Data, Inc				Field Technicians: BEK / EW				
Weather Info								
	Date	Daily High Temp	Daily Low Temp	Precipitation	Weather Type			
Day 1	6/15/23	71	54	<input checked="" type="checkbox"/>	Scattered showers			
Day 2	6/16/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 3	6/17/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 4	6/18/23	61	51	<input checked="" type="checkbox"/>	Scattered showers			
Day 5	6/19/23	73	46	<input type="checkbox"/>	Sunny			
Day 6	6/20/23	78	54	<input type="checkbox"/>	Partly Cloudy			
Day 7	6/21/23	76	58	<input type="checkbox"/>	Sunny			
				<input type="checkbox"/>	Select			
Counter Info								
	Manufacturer:	Model:	Serial No:	Filename:	A-B Dir:	Interval		
Counter 1	TST-AFIDUS	200S	2303020152	BRT000010.csv	N/A	15MIN		
Counter 2								
Counter 3								
Counter 4								
Counter 5								
Counter 6								
Count Notes:								
Video not collected 10:47 AM to 7:00 PM 6/18/2023								
MAP / LAYOUT				SITE PHOTO				
								



Project	R1-Trail - NYSDOT
Site	BRT000010 / 17_9804_Feeder Canal Park Heritage
Coordinates	43.3081, -73.62591
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	E-W		W-E		Total
	PED	Bike	PED	Bike	
06/15/2023	6	23	6	28	63
06/16/2023	3	19	5	21	48
06/17/2023	1	6	1	5	13
06/18/2023					
06/19/2023	8	34	5	29	76
06/20/2023	2	27	3	22	54
06/21/2023	4	27	6	28	65
Counted Total	24	136	26	133	319

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	2	0	2
12:00 PM-1:00 PM	1	3	4
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	2	2
4:00 PM-5:00 PM	1	0	1
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	2	0	2
Count Total	6	6	12
Max	12 PM - 1 PM		4
AM Max	7 AM - 8 AM		0
Mid Max	12 PM - 1 PM		4
PM Max	3 PM - 4 PM		2

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	0	1
10:00 AM-11:00 AM	0	1	1
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	0	1	1
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	1	0	1
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	1	0	1
6:00 PM-7:00 PM	1	1	2
Count Total	5	3	8
Max	6 PM - 7 PM		2
AM Max	9 AM - 10 AM		1
Mid Max	10 AM - 11 AM		1
PM Max	6 PM - 7 PM		2

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	5	0	5
9:00 AM-10:00 AM	6	5	11
10:00 AM-11:00 AM	1	3	4
11:00 AM-12:00 PM	5	3	8
12:00 PM-1:00 PM	2	3	5
1:00 PM-2:00 PM	3	4	7
2:00 PM-3:00 PM	1	3	4
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	3	1	4
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	1	0	1
Count Total	28	23	51
Max	9 AM - 10 AM		11
AM Max	9 AM - 10 AM		11
Mid Max	11 AM - 12 PM		8
PM Max	4 PM - 5 PM		4

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	4	2	6
10:00 AM-11:00 AM	3	2	5
11:00 AM-12:00 PM	0	2	2
12:00 PM-1:00 PM	5	2	7
1:00 PM-2:00 PM	5	1	6
2:00 PM-3:00 PM	0	9	9
3:00 PM-4:00 PM	3	0	3
4:00 PM-5:00 PM	0	1	1
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	21	19	40
Max	2 PM - 3 PM		9
AM Max	9 AM - 10 AM		6
Mid Max	2 PM - 3 PM		9
PM Max	3 PM - 4 PM		3

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	0	1
10:00 AM-11:00 AM	0	1	1
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	1	1	2
Max	9 AM - 10 AM		1
AM Max	9 AM - 10 AM		1
Mid Max	10 AM - 11 AM		1
PM Max	3 PM - 4 PM		0

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	2	0	2
11:00 AM-12:00 PM	2	0	2
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	4	4
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	1	0	1
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	2	2
Count Total	5	6	11
Max	1 PM - 2 PM		4
AM Max	7 AM - 8 AM		0
Mid Max	1 PM - 2 PM		4
PM Max	6 PM - 7 PM		2

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	3	4	7
10:00 AM-11:00 AM	5	3	8
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM	not counted due to equipment issues.		
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max	9 AM - 10 AM		7
AM Max	9 AM - 10 AM		7
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	1	1
10:00 AM-11:00 AM	3	1	4
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM	not counted due to equipment issues.		
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max	9 AM - 10 AM		1
AM Max	9 AM - 10 AM		1
Mid Max			
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	2	2
10:00 AM-11:00 AM	0	1	1
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	3	3	6
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	1	1	2
6:00 PM-7:00 PM	0	1	1
Count Total	5	8	13
Max	2 PM - 3 PM		6
AM Max	9 AM - 10 AM		2
Mid Max	2 PM - 3 PM		6
PM Max	5 PM - 6 PM		2

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	2	0	2
11:00 AM-12:00 PM	4	2	6
12:00 PM-1:00 PM	5	4	9
1:00 PM-2:00 PM	1	3	4
2:00 PM-3:00 PM	3	4	7
3:00 PM-4:00 PM	0	5	5
4:00 PM-5:00 PM	4	1	5
5:00 PM-6:00 PM	5	5	10
6:00 PM-7:00 PM	4	10	14
Count Total	29	34	63
Max	6 PM - 7 PM		14
AM Max	7 AM - 8 AM		1
Mid Max	12 PM - 1 PM		9
PM Max	6 PM - 7 PM		14

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	0	1	1
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	1	0	1
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	1	0	1
6:00 PM-7:00 PM	0	1	1
Count Total	3	2	5
Max	7 AM - 8 AM		1
AM Max	7 AM - 8 AM		1
Mid Max	1 PM - 2 PM		1
PM Max	5 PM - 6 PM		1

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	2	0	2
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	0	1
10:00 AM-11:00 AM	2	3	5
11:00 AM-12:00 PM	0	3	3
12:00 PM-1:00 PM	0	5	5
1:00 PM-2:00 PM	1	2	3
2:00 PM-3:00 PM	1	2	3
3:00 PM-4:00 PM	4	4	8
4:00 PM-5:00 PM	2	2	4
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	9	5	14
Count Total	22	27	49
Max	6 PM - 7 PM		14
AM Max	7 AM - 8 AM		2
Mid Max	10 AM - 11 AM		5
PM Max	6 PM - 7 PM		14

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	1	1	2
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	1	1	2
2:00 PM-3:00 PM	2	1	3
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	1	0	1
Count Total	6	4	10
Max	2 PM - 3 PM		3
AM Max	7 AM - 8 AM		0
Mid Max	2 PM - 3 PM		3
PM Max	6 PM - 7 PM		1

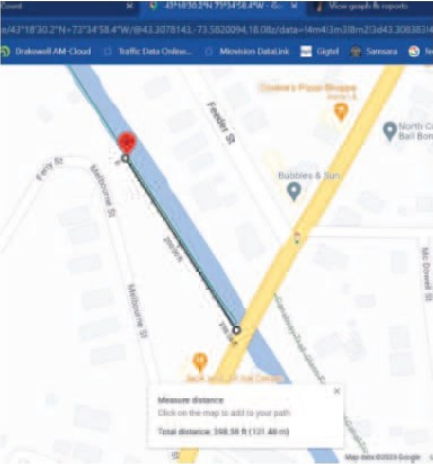

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	3	0	3
9:00 AM-10:00 AM	3	2	5
10:00 AM-11:00 AM	4	5	9
11:00 AM-12:00 PM	0	3	3
12:00 PM-1:00 PM	4	1	5
1:00 PM-2:00 PM	1	2	3
2:00 PM-3:00 PM	5	5	10
3:00 PM-4:00 PM	2	4	6
4:00 PM-5:00 PM	0	1	1
5:00 PM-6:00 PM	1	0	1
6:00 PM-7:00 PM	4	4	8
Count Total	28	27	55
Max	2 PM - 3 PM		10
AM Max	9 AM - 10 AM		5
Mid Max	2 PM - 3 PM		10
PM Max	6 PM - 7 PM		8



New York State Department of Transportation

Non-Motorized Count Field Log

Tri-State Traffic Data Inc.

Site Information				Installation Information	Setup	Check 1	Check 2	Pickup
Site ID: BRT000011				Date: 06/14/2023 Time: 09:41	Date: 06/18/2023	Date: 06/21/2023	Date: 06/22/2023	
Region: 1 County: Washington					Date: 06/18/2023	Date: 06/21/2023	Date: 06/22/2023	
FIPS: 115 Road Name/Intersection: Feeder Canal Park - Heritage Trail				Dates of Collection: 07/15/2023 - 07/21/2023				
GeoCode: 1240				Interval 1: 7AM - 7PM		Interval 2:		
BIN:				Interval 3:		Interval 4:		
RR#:				Counter Location				
Municipality: Hudson Falls				Location Description: 398' N of US 4				
Count Type: Both Pedestrians and Bicycles				GPS Latitude: 43.308383			Date: 06/14/2023	
Count Movements: N,S				GPS Longitude: -73.582885			Time: 09:41	
Crew Information								
Org: Tri-State Traffic Data, Inc				Field Technicians: BEK / EW				
Weather Info								
	Date	Daily High Temp	Daily Low Temp	Precipitation	Weather Type			
Day 1	6/15/23	71	54	<input checked="" type="checkbox"/>	Scattered showers			
Day 2	6/16/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 3	6/17/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 4	6/18/23	61	51	<input checked="" type="checkbox"/>	Scattered showers			
Day 5	6/19/23	73	46	<input type="checkbox"/>	Sunny			
Day 6	6/20/23	78	54	<input type="checkbox"/>	Partly Cloudy			
Day 7	6/21/23	76	58	<input type="checkbox"/>	Sunny			
				<input type="checkbox"/>	Select			
Counter Info								
	Manufacturer:		Model:	Serial No:	Filename:	A-B Dir:	Interval	
Counter 1	TST-AFIDUS		200S	2303020154	BRT000011.csv	N/A	15MIN	
Counter 2								
Counter 3								
Counter 4								
Counter 5								
Counter 6								
Count Notes:								
Video not collected 10:58 AM to 7:00 PM 6/18/2023 and 10:40 AM 6/19/2023 to 7:00 PM 6/22/2023								
MAP / LAYOUT				SITE PHOTO				
								



Project	R1-Trail - NYSDOT
Site	BRT000011 / 18_9800_Feeder Canal Park Heritage
Coordinates	43.30838, -73.58288
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	N-S		S-N		Total
	PED	Bike	PED	Bike	
06/15/2023	34	28	47	27	136
06/16/2023	20	31	25	30	106
06/17/2023	8	7	11	9	35
06/18/2023					
06/19/2023					
06/20/2023					
06/21/2023					
Counted Total	62	66	83	66	277

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	3	1	4
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	5	4	9
10:00 AM-11:00 AM	3	1	4
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	7	2	9
1:00 PM-2:00 PM	6	6	12
2:00 PM-3:00 PM	5	1	6
3:00 PM-4:00 PM	8	4	12
4:00 PM-5:00 PM	4	10	14
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	4	3	7
Count Total	47	34	81
Max	4 PM - 5 PM		14
AM Max	9 AM - 10 AM		9
Mid Max	1 PM - 2 PM		12
PM Max	4 PM - 5 PM		14

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	0	2
8:00 AM-9:00 AM	0	1	1
9:00 AM-10:00 AM	2	0	2
10:00 AM-11:00 AM	4	6	10
11:00 AM-12:00 PM	1	2	3
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	3	1	4
2:00 PM-3:00 PM	1	1	2
3:00 PM-4:00 PM	7	3	10
4:00 PM-5:00 PM	1	4	5
5:00 PM-6:00 PM	2	1	3
6:00 PM-7:00 PM	1	1	2
Count Total	25	20	45
Max	10 AM - 11 AM		10
AM Max	7 AM - 8 AM		2
Mid Max	10 AM - 11 AM		10
PM Max	3 PM - 4 PM		10

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	1	3	4
9:00 AM-10:00 AM	5	4	9
10:00 AM-11:00 AM	2	2	4
11:00 AM-12:00 PM	3	2	5
12:00 PM-1:00 PM	7	4	11
1:00 PM-2:00 PM	3	3	6
2:00 PM-3:00 PM	1	2	3
3:00 PM-4:00 PM	0	1	1
4:00 PM-5:00 PM	1	3	4
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	4	3	7
Count Total	27	28	55
Max	12 PM - 1 PM		11
AM Max	9 AM - 10 AM		9
Mid Max	12 PM - 1 PM		11
PM Max	6 PM - 7 PM		7

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	3	4	7
10:00 AM-11:00 AM	3	3	6
11:00 AM-12:00 PM	3	3	6
12:00 PM-1:00 PM	2	6	8
1:00 PM-2:00 PM	4	7	11
2:00 PM-3:00 PM	8	0	8
3:00 PM-4:00 PM	1	1	2
4:00 PM-5:00 PM	3	2	5
5:00 PM-6:00 PM	2	1	3
6:00 PM-7:00 PM	0	2	2
Count Total	30	31	61
Max	1 PM - 2 PM		11
AM Max	9 AM - 10 AM		7
Mid Max	1 PM - 2 PM		11
PM Max	4 PM - 5 PM		5

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	3	1	4
11:00 AM-12:00 PM	1	1	2
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	0	2	2
2:00 PM-3:00 PM	1	1	2
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	1	0	1
5:00 PM-6:00 PM	2	1	3
6:00 PM-7:00 PM	1	1	2
Count Total	11	8	19
Max	10 AM - 11 AM		4
AM Max	7 AM - 8 AM		1
Mid Max	10 AM - 11 AM		4
PM Max	5 PM - 6 PM		3

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	1	1	2
11:00 AM-12:00 PM	1	4	5
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	2	0	2
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	1	1	2
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	2	0	2
Count Total	9	7	16
Max	11 AM - 12 PM		5
AM Max	7 AM - 8 AM		1
Mid Max	11 AM - 12 PM		5
PM Max	3 PM - 4 PM		2

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	2	2	4
9:00 AM-10:00 AM	10	8	18
10:00 AM-11:00 AM	5	2	7
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max	9 AM - 10 AM		18
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	5	2	7
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max	8 AM - 9 AM		2
Mid Max			
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	0	2
8:00 AM-9:00 AM	2	2	4
9:00 AM-10:00 AM	3	2	5
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max	9 AM - 10 AM		5
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	2	1	3
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max	8 AM - 9 AM		3
Mid Max			
PM Max			

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

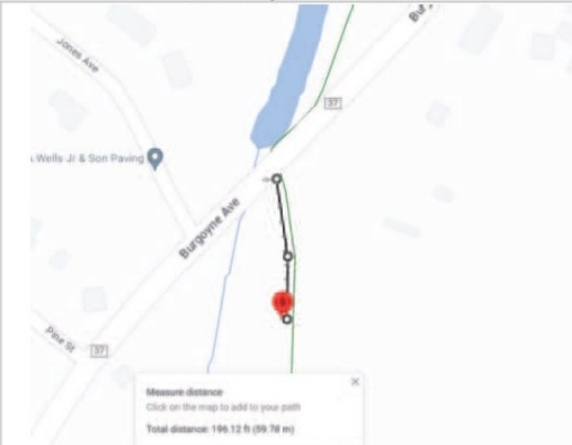

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			



New York State Department of Transportation

Non-Motorized Count Field Log

Tri-State Traffic Data Inc.

Site Information				Installation Information	Setup	Check 1	Check 2	Pickup
Site ID: BRT000012				Date: 06/14/2023 Time: 10:01	Date: 06/18/2023	Date: 06/21/2023	Date: 06/22/2023	
Region: 1 County: Washington					Date: 06/22/2023	Date: 06/22/2023	Date: 06/22/2023	
FIPS: 115 Road Name/Intersection: Feeder Canal Tow Rd				Dates of Collection: 07/15/2023 - 07/21/2023				
GeoCode: 1240				Interval 1: 7AM - 7PM		Interval 2:		
BIN:				Interval 3:		Interval 4:		
RR#:				Counter Location				
Municipality: Hudson Falls				Location Description: 196' S of Burgoyne Ave				
Count Type: Both Pedestrians and Bicycles				GPS Latitude: 43.297653		Date: 06/14/2023		
Count Movements: N,S				GPS Longitude: -73.569732		Time: 10:01		
Crew Information								
Org : Tri-State Traffic Data, Inc				Field Technicians: BEK / EW				
Weather Info								
	Date	Daily High Temp	Daily Low Temp	Precipitation	Weather Type			
Day 1	6/15/23	71	54	<input checked="" type="checkbox"/>	Scattered showers			
Day 2	6/16/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 3	6/17/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 4	6/18/23	61	51	<input checked="" type="checkbox"/>	Scattered showers			
Day 5	6/19/23	73	46	<input type="checkbox"/>	Sunny			
Day 6	6/20/23	78	54	<input type="checkbox"/>	Partly Cloudy			
Day 7	6/21/23	76	58	<input type="checkbox"/>	Sunny			
				<input type="checkbox"/>	Select			
Counter Info								
	Manufacturer:	Model:	Serial No:	Filename:	A-B Dir:	Interval		
Counter 1	TST-AFIDUS	200S	2303020150	BRT000012.csv	N/A	15MIN		
Counter 2								
Counter 3								
Counter 4								
Counter 5								
Counter 6								
Count Notes:								
<h3 style="text-align: center;">MAP / LAYOUT</h3> 				<h3 style="text-align: center;">SITE PHOTO</h3> 				



Project	R1-Trail - NYSDOT
Site	BRT000012 / 18_9801_Feeder Canal Tow Rd
Coordinates	43.29765, -73.56968
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	N-S		S-N		Total
	PED	Bike	PED	Bike	
06/15/2023	39	29	39	30	137
06/16/2023	59	38	57	33	187
06/17/2023	18	3	19	3	43
06/18/2023	41	33	40	30	144
06/19/2023	70	29	73	35	207
06/20/2023	65	28	61	25	179
06/21/2023	34	18	39	15	106
Count Total	326	178	328	171	1003

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	2	4
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	4	8	12
10:00 AM-11:00 AM	5	0	5
11:00 AM-12:00 PM	0	4	4
12:00 PM-1:00 PM	6	3	9
1:00 PM-2:00 PM	1	2	3
2:00 PM-3:00 PM	2	0	2
3:00 PM-4:00 PM	2	5	7
4:00 PM-5:00 PM	3	1	4
5:00 PM-6:00 PM	6	9	15
6:00 PM-7:00 PM	7	4	11
Count Total	39	39	78
Max	5 PM - 6 PM		15
AM Max	9 AM - 10 AM		12
Mid Max	12 PM - 1 PM		9
PM Max	5 PM - 6 PM		15

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	2	3
10:00 AM-11:00 AM	2	4	6
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	3	9	12
1:00 PM-2:00 PM	8	3	11
2:00 PM-3:00 PM	1	3	4
3:00 PM-4:00 PM	3	0	3
4:00 PM-5:00 PM	5	7	12
5:00 PM-6:00 PM	3	0	3
6:00 PM-7:00 PM	4	1	5
Count Total	30	29	59
Max	12 PM - 1 PM		12
AM Max	9 AM - 10 AM		3
Mid Max	12 PM - 1 PM		12
PM Max	4 PM - 5 PM		12

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	3	2	5
8:00 AM-9:00 AM	1	4	5
9:00 AM-10:00 AM	3	4	7
10:00 AM-11:00 AM	3	3	6
11:00 AM-12:00 PM	4	2	6
12:00 PM-1:00 PM	7	10	17
1:00 PM-2:00 PM	5	2	7
2:00 PM-3:00 PM	2	1	3
3:00 PM-4:00 PM	12	12	24
4:00 PM-5:00 PM	1	2	3
5:00 PM-6:00 PM	10	13	23
6:00 PM-7:00 PM	6	4	10
Count Total	57	59	116
Max	3 PM - 4 PM		24
AM Max	9 AM - 10 AM		7
Mid Max	12 PM - 1 PM		17
PM Max	3 PM - 4 PM		24

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	1	1
9:00 AM-10:00 AM	2	2	4
10:00 AM-11:00 AM	6	6	12
11:00 AM-12:00 PM	2	4	6
12:00 PM-1:00 PM	1	4	5
1:00 PM-2:00 PM	3	8	11
2:00 PM-3:00 PM	6	1	7
3:00 PM-4:00 PM	2	1	3
4:00 PM-5:00 PM	5	6	11
5:00 PM-6:00 PM	4	0	4
6:00 PM-7:00 PM	2	5	7
Count Total	33	38	71
Max	10 AM - 11 AM		12
AM Max	9 AM - 10 AM		4
Mid Max	10 AM - 11 AM		12
PM Max	4 PM - 5 PM		11

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	4	5	9
8:00 AM-9:00 AM	2	6	8
9:00 AM-10:00 AM	6	3	9
10:00 AM-11:00 AM	3	1	4
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	1	1
4:00 PM-5:00 PM	1	0	1
5:00 PM-6:00 PM	1	1	2
6:00 PM-7:00 PM	1	0	1
Count Total	19	18	37
Max	7 AM - 8 AM		9
AM Max	7 AM - 8 AM		9
Mid Max	10 AM - 11 AM		4
PM Max	5 PM - 6 PM		2

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	1	2	3
12:00 PM-1:00 PM	0	1	1
1:00 PM-2:00 PM	2	0	2
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	3	3	6
Max	11 AM - 12 PM		3
AM Max	7 AM - 8 AM		0
Mid Max	11 AM - 12 PM		3
PM Max	3 PM - 4 PM		0

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	4	5	9
8:00 AM-9:00 AM	4	4	8
9:00 AM-10:00 AM	2	0	2
10:00 AM-11:00 AM	1	4	5
11:00 AM-12:00 PM	1	3	4
12:00 PM-1:00 PM	2	0	2
1:00 PM-2:00 PM	7	8	15
2:00 PM-3:00 PM	3	8	11
3:00 PM-4:00 PM	7	2	9
4:00 PM-5:00 PM	2	1	3
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	5	4	9
Count Total	40	41	81
Max	1 PM - 2 PM		15
AM Max	7 AM - 8 AM		9
Mid Max	1 PM - 2 PM		15
PM Max	3 PM - 4 PM		9

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	1	1
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	1	0	1
11:00 AM-12:00 PM	0	3	3
12:00 PM-1:00 PM	7	4	11
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	8	8	16
3:00 PM-4:00 PM	7	4	11
4:00 PM-5:00 PM	2	0	2
5:00 PM-6:00 PM	1	4	5
6:00 PM-7:00 PM	1	5	6
Count Total	30	33	63
Max	2 PM - 3 PM		16
AM Max	9 AM - 10 AM		2
Mid Max	2 PM - 3 PM		16
PM Max	3 PM - 4 PM		11

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	4	6
8:00 AM-9:00 AM	3	5	8
9:00 AM-10:00 AM	8	4	12
10:00 AM-11:00 AM	1	5	6
11:00 AM-12:00 PM	4	8	12
12:00 PM-1:00 PM	8	3	11
1:00 PM-2:00 PM	6	6	12
2:00 PM-3:00 PM	2	4	6
3:00 PM-4:00 PM	8	6	14
4:00 PM-5:00 PM	6	2	8
5:00 PM-6:00 PM	10	13	23
6:00 PM-7:00 PM	15	10	25
Count Total	73	70	143
Max	6 PM - 7 PM		25
AM Max	9 AM - 10 AM		12
Mid Max	11 AM - 12 PM		12
PM Max	6 PM - 7 PM		25

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	3	3
11:00 AM-12:00 PM	3	9	12
12:00 PM-1:00 PM	8	1	9
1:00 PM-2:00 PM	3	4	7
2:00 PM-3:00 PM	4	3	7
3:00 PM-4:00 PM	6	2	8
4:00 PM-5:00 PM	2	4	6
5:00 PM-6:00 PM	6	2	8
6:00 PM-7:00 PM	3	1	4
Count Total	35	29	64
Max	11 AM - 12 PM		12
AM Max	7 AM - 8 AM		0
Mid Max	11 AM - 12 PM		12
PM Max	3 PM - 4 PM		8

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	5	7
8:00 AM-9:00 AM	3	3	6
9:00 AM-10:00 AM	5	3	8
10:00 AM-11:00 AM	5	5	10
11:00 AM-12:00 PM	1	3	4
12:00 PM-1:00 PM	9	10	19
1:00 PM-2:00 PM	2	5	7
2:00 PM-3:00 PM	6	6	12
3:00 PM-4:00 PM	7	10	17
4:00 PM-5:00 PM	8	1	9
5:00 PM-6:00 PM	5	5	10
6:00 PM-7:00 PM	8	9	17
Count Total	61	65	126
Max	12 PM - 1 PM		19
AM Max	9 AM - 10 AM		8
Mid Max	12 PM - 1 PM		19
PM Max	3 PM - 4 PM		17

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	1	1
9:00 AM-10:00 AM	0	2	2
10:00 AM-11:00 AM	2	4	6
11:00 AM-12:00 PM	4	2	6
12:00 PM-1:00 PM	4	6	10
1:00 PM-2:00 PM	7	1	8
2:00 PM-3:00 PM	1	4	5
3:00 PM-4:00 PM	4	1	5
4:00 PM-5:00 PM	2	0	2
5:00 PM-6:00 PM	1	2	3
6:00 PM-7:00 PM	0	5	5
Count Total	25	28	53
Max	12 PM - 1 PM		10
AM Max	9 AM - 10 AM		2
Mid Max	12 PM - 1 PM		10
PM Max	3 PM - 4 PM		5

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	4	6
8:00 AM-9:00 AM	2	2	4
9:00 AM-10:00 AM	4	3	7
10:00 AM-11:00 AM	2	1	3
11:00 AM-12:00 PM	0	5	5
12:00 PM-1:00 PM	6	4	10
1:00 PM-2:00 PM	3	2	5
2:00 PM-3:00 PM	3	3	6
3:00 PM-4:00 PM	3	0	3
4:00 PM-5:00 PM	5	3	8
5:00 PM-6:00 PM	7	3	10
6:00 PM-7:00 PM	2	4	6
Count Total	39	34	73
Max	12 PM - 1 PM		10
AM Max	9 AM - 10 AM		7
Mid Max	12 PM - 1 PM		10
PM Max	5 PM - 6 PM		10



Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	1	2	3
9:00 AM-10:00 AM	2	4	6
10:00 AM-11:00 AM	2	2	4
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	1	1	2
2:00 PM-3:00 PM	1	2	3
3:00 PM-4:00 PM	1	0	1
4:00 PM-5:00 PM	2	5	7
5:00 PM-6:00 PM	1	0	1
6:00 PM-7:00 PM	2	2	4
Count Total	15	18	33
Max	4 PM - 5 PM		7
AM Max	9 AM - 10 AM		6
Mid Max	10 AM - 11 AM		4
PM Max	4 PM - 5 PM		7



New York State Department of Transportation

Non-Motorized Count Field Log

Tri-State Traffic Data Inc.

Site Information				Installation Information	Setup	Check 1	Check 2	Pickup
Site ID: BRT000013				Installation Information	Date: 06/14/2023	Date: 06/18/2023	Date: 06/21/2023	Date: 06/22/2023
Region: 1	County: Washington				Time: 10:31	Time: 19:47	Time: 08:02	Time: 09:46
FIPS: 115	Road Name/Intersection: Empire State Trail			Dates of Collection: 07/15/2023 - 07/21/2023				
GeoCode: 0439				Interval 1: 7AM - 7PM		Interval 2:		
BIN:	Route/Road #:			Interval 3:		Interval 4:		
RR#:				Counter Location				
Municipality: Kingsbury				Location Description: 202' S of Rabideau Lane				
Count Type: Both Pedestrians and Bicycles				GPS Latitude: 43.304484			Date: 06/14/2023	
Count Movements: N,S				GPS Longitude: -73.54653			Time: 10:31	
Crew Information								
Org: Tri-State Traffic Data, Inc				Field Technicians: BEK / EW				
Weather Info								
	Date	Daily High Temp	Daily Low Temp	Precipitation	Weather Type			
Day 1	6/15/23	71	54	<input checked="" type="checkbox"/>	Scattered showers			
Day 2	6/16/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 3	6/17/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 4	6/18/23	61	51	<input checked="" type="checkbox"/>	Scattered showers			
Day 5	6/19/23	73	46	<input type="checkbox"/>	Sunny			
Day 6	6/20/23	78	54	<input type="checkbox"/>	Partly Cloudy			
Day 7	6/21/23	76	58	<input type="checkbox"/>	Sunny			
				<input type="checkbox"/>	Select			
Counter Info								
	Manufacturer:	Model:	Serial No:	Filename:	A-B Dir:	Interval		
Counter 1	TST-AFIDUS	200S	2205120194	BRT000013.csv	N/A	15MIN		
Counter 2								
Counter 3								
Counter 4								
Counter 5								
Counter 6								
Count Notes:								
Camera had wrong Station number programmed. This is the correct Image of trail.								
Video not collected 7:28 AM to 7:00 PM 6/18/2023								
MAP / LAYOUT				SITE PHOTO				
								



Project	R1-Trail - NYSDOT
Site	BRT000013 / 18_9802_Empire State Trail
Coordinates	43.30448, -73.54653
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	E-W		W-E		Total
	PED	Bike	PED	Bike	
06/15/2023	33	29	31	28	121
06/16/2023	23	16	23	21	83
06/17/2023	10	0	9	10	29
06/18/2023					
06/19/2023	40	29	37	35	141
06/20/2023	19	28	20	31	98
06/21/2023	16	16	16	19	67
Counted Total	141	118	136	144	539

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	1	4	5
9:00 AM-10:00 AM	4	4	8
10:00 AM-11:00 AM	4	2	6
11:00 AM-12:00 PM	2	5	7
12:00 PM-1:00 PM	4	2	6
1:00 PM-2:00 PM	4	2	6
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	2	3	5
5:00 PM-6:00 PM	3	7	10
6:00 PM-7:00 PM	6	3	9
Count Total	31	33	64
Max	5 PM - 6 PM		10
AM Max	9 AM - 10 AM		8
Mid Max	11 AM - 12 PM		7
PM Max	5 PM - 6 PM		10

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	1	1
8:00 AM-9:00 AM	1	4	5
9:00 AM-10:00 AM	4	2	6
10:00 AM-11:00 AM	4	3	7
11:00 AM-12:00 PM	3	2	5
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	2	4	6
3:00 PM-4:00 PM	2	1	3
4:00 PM-5:00 PM	2	1	3
5:00 PM-6:00 PM	0	4	4
6:00 PM-7:00 PM	4	0	4
Count Total	23	23	46
Max	10 AM - 11 AM		7
AM Max	9 AM - 10 AM		6
Mid Max	10 AM - 11 AM		7
PM Max	5 PM - 6 PM		4

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	0	1
10:00 AM-11:00 AM	3	7	10
11:00 AM-12:00 PM	7	2	9
12:00 PM-1:00 PM	3	0	3
1:00 PM-2:00 PM	3	5	8
2:00 PM-3:00 PM	5	4	9
3:00 PM-4:00 PM	3	4	7
4:00 PM-5:00 PM	1	3	4
5:00 PM-6:00 PM	1	2	3
6:00 PM-7:00 PM	1	2	3
Count Total	28	29	57
Max	10 AM - 11 AM		10
AM Max	9 AM - 10 AM		1
Mid Max	10 AM - 11 AM		10
PM Max	3 PM - 4 PM		7

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	2	1	3
11:00 AM-12:00 PM	2	5	7
12:00 PM-1:00 PM	5	3	8
1:00 PM-2:00 PM	5	2	7
2:00 PM-3:00 PM	3	1	4
3:00 PM-4:00 PM	1	2	3
4:00 PM-5:00 PM	1	1	2
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	21	16	37
Max	12 PM - 1 PM		8
AM Max	9 AM - 10 AM		2
Mid Max	12 PM - 1 PM		8
PM Max	3 PM - 4 PM		3

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	2	4	6
9:00 AM-10:00 AM	3	3	6
10:00 AM-11:00 AM	1	0	1
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	1	1	2
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	0	0	0
Count Total	9	10	19
Max	8 AM - 9 AM		6
AM Max	8 AM - 9 AM		6
Mid Max	10 AM - 11 AM		1
PM Max	5 PM - 6 PM		4

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	0	0	0
12:00 PM-1:00 PM	1	0	1
1:00 PM-2:00 PM	4	0	4
2:00 PM-3:00 PM	2	0	2
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	3	0	3
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	10	0	10
Max	1 PM - 2 PM		4
AM Max	7 AM - 8 AM		0
Mid Max	1 PM - 2 PM		4
PM Max	4 PM - 5 PM		3

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	2	4
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	6	9	15
11:00 AM-12:00 PM	5	6	11
12:00 PM-1:00 PM	3	1	4
1:00 PM-2:00 PM	0	1	1
2:00 PM-3:00 PM	1	0	1
3:00 PM-4:00 PM	0	2	2
4:00 PM-5:00 PM	4	4	8
5:00 PM-6:00 PM	5	6	11
6:00 PM-7:00 PM	10	8	18
Count Total	37	40	77
Max	6 PM - 7 PM		18
AM Max	7 AM - 8 AM		4
Mid Max	10 AM - 11 AM		15
PM Max	6 PM - 7 PM		18

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	2	2
10:00 AM-11:00 AM	5	0	5
11:00 AM-12:00 PM	5	6	11
12:00 PM-1:00 PM	0	1	1
1:00 PM-2:00 PM	2	2	4
2:00 PM-3:00 PM	4	2	6
3:00 PM-4:00 PM	1	3	4
4:00 PM-5:00 PM	9	2	11
5:00 PM-6:00 PM	8	9	17
6:00 PM-7:00 PM	1	2	3
Count Total	35	29	64
Max	5 PM - 6 PM		17
AM Max	9 AM - 10 AM		2
Mid Max	11 AM - 12 PM		11
PM Max	5 PM - 6 PM		17

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	3	5	8
10:00 AM-11:00 AM	3	1	4
11:00 AM-12:00 PM	0	1	1
12:00 PM-1:00 PM	1	2	3
1:00 PM-2:00 PM	5	3	8
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	2	2	4
4:00 PM-5:00 PM	1	2	3
5:00 PM-6:00 PM	3	1	4
6:00 PM-7:00 PM	0	1	1
Count Total	20	19	39
Max	9 AM - 10 AM		8
AM Max	9 AM - 10 AM		8
Mid Max	1 PM - 2 PM		8
PM Max	3 PM - 4 PM		4

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	3	4
8:00 AM-9:00 AM	3	4	7
9:00 AM-10:00 AM	3	0	3
10:00 AM-11:00 AM	1	2	3
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	1	0	1
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	2	2
5:00 PM-6:00 PM	3	1	4
6:00 PM-7:00 PM	0	0	0
Count Total	16	16	32
Max	8 AM - 9 AM		7
AM Max	8 AM - 9 AM		7
Mid Max	1 PM - 2 PM		5
PM Max	5 PM - 6 PM		4

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	2	2	4
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	6	4	10
11:00 AM-12:00 PM	9	2	11
12:00 PM-1:00 PM	2	2	4
1:00 PM-2:00 PM	1	5	6
2:00 PM-3:00 PM	0	1	1
3:00 PM-4:00 PM	1	6	7
4:00 PM-5:00 PM	1	3	4
5:00 PM-6:00 PM	2	0	2
6:00 PM-7:00 PM	7	3	10
Count Total	31	28	59
Max	11 AM - 12 PM		11
AM Max	8 AM - 9 AM		4
Mid Max	11 AM - 12 PM		11
PM Max	6 PM - 7 PM		10



Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	3	2	5
10:00 AM-11:00 AM	2	3	5
11:00 AM-12:00 PM	0	2	2
12:00 PM-1:00 PM	4	3	7
1:00 PM-2:00 PM	5	0	5
2:00 PM-3:00 PM	1	3	4
3:00 PM-4:00 PM	0	1	1
4:00 PM-5:00 PM	3	1	4
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	1	0	1
Count Total	19	16	35
Max	12 PM - 1 PM		7
AM Max	9 AM - 10 AM		5
Mid Max	12 PM - 1 PM		7
PM Max	4 PM - 5 PM		4



New York State Department of Transportation

Non-Motorized Count Field Log

Tri-State Traffic Data Inc.

Site Information				Installation Information	Setup	Check 1	Check 2	Pickup
Site ID: BRT000014				Date: 06/14/2023	Date: 06/18/2023	Date: 06/21/2023	Date: 06/22/2023	
Region: 1	County: Washington			Time: 10:59	Time: 20:07	Time: 08:30	Time: 09:37	
FIPS: 115	Road Name/Intersection: Empire State Trail			Dates of Collection: 07/15/2023 - 07/21/2023				
GeoCode: 0297				Interval 1: 7AM - 7PM		Interval 2:		
BIN:	Route/Road #:			Interval 3:		Interval 4:		
RR#:				Counter Location				
Municipality: Fort Edward				Location Description: 255' S of Feeder Tow Rd				
Count Type: Both Pedestrians and Bicycles				GPS Latitude: 43.291997			Date: 06/14/2023	
Count Movements: N,S				GPS Longitude: -73.560102			Time: 10:59	
Crew Information								
Org : Tri-State Traffic Data, Inc				Field Technicians: BEK / EW				
Weather Info								
	Date	Daily High Temp	Daily Low Temp	Precipitation	Weather Type			
Day 1	6/15/23	71	54	<input checked="" type="checkbox"/>	Scattered showers			
Day 2	6/16/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 3	6/17/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 4	6/18/23	61	51	<input checked="" type="checkbox"/>	Scattered showers			
Day 5	6/19/23	73	46	<input type="checkbox"/>	Sunny			
Day 6	6/20/23	78	54	<input type="checkbox"/>	Partly Cloudy			
Day 7	6/21/23	76	58	<input type="checkbox"/>	Sunny			
				<input type="checkbox"/>	Select			
Counter Info								
	Manufacturer:	Model:	Serial No:	Filename:	A-B Dir:	Interval		
Counter 1	TST-AFIDUS	200S	230302195	BRT000014.csv	N/A	15MIN		
Counter 2								
Counter 3								
Counter 4								
Counter 5								
Counter 6								
Count Notes:								
Video not collected 9:57 AM to 7:00 PM 6/18/2023								
MAP / LAYOUT				SITE PHOTO				
								



Project	R1-Trail - NYSDOT
Site	BRT000014 / 18_9803_Empire State Trail
Coordinates	43.29203, -73.56017
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	N-S		S-N		Total
	PED	Bike	PED	Bike	
06/15/2023	19	30	18	31	98
06/16/2023	21	14	22	17	74
06/17/2023	11	3	11	13	38
06/18/2023					
06/19/2023	36	33	36	38	143
06/20/2023	22	33	18	38	111
06/21/2023	11	23	11	28	73
Counted Total	120	136	116	165	537

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	2	3
9:00 AM-10:00 AM	4	4	8
10:00 AM-11:00 AM	4	0	4
11:00 AM-12:00 PM	1	4	5
12:00 PM-1:00 PM	1	2	3
1:00 PM-2:00 PM	1	0	1
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	1	1
4:00 PM-5:00 PM	2	1	3
5:00 PM-6:00 PM	1	3	4
6:00 PM-7:00 PM	3	2	5
Count Total	18	19	37
Max	9 AM - 10 AM		8
AM Max	9 AM - 10 AM		8
Mid Max	11 AM - 12 PM		5
PM Max	6 PM - 7 PM		5

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	3	3
9:00 AM-10:00 AM	7	5	12
10:00 AM-11:00 AM	1	1	2
11:00 AM-12:00 PM	2	0	2
12:00 PM-1:00 PM	3	3	6
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	2	1	3
3:00 PM-4:00 PM	2	2	4
4:00 PM-5:00 PM	1	1	2
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	0	0	0
Count Total	22	21	43
Max	9 AM - 10 AM		12
AM Max	9 AM - 10 AM		12
Mid Max	12 PM - 1 PM		6
PM Max	3 PM - 4 PM		4

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	0	1
10:00 AM-11:00 AM	2	3	5
11:00 AM-12:00 PM	2	3	5
12:00 PM-1:00 PM	7	4	11
1:00 PM-2:00 PM	3	4	7
2:00 PM-3:00 PM	5	2	7
3:00 PM-4:00 PM	4	3	7
4:00 PM-5:00 PM	2	7	9
5:00 PM-6:00 PM	2	3	5
6:00 PM-7:00 PM	2	1	3
Count Total	31	30	61
Max	12 PM - 1 PM		11
AM Max	7 AM - 8 AM		1
Mid Max	12 PM - 1 PM		11
PM Max	4 PM - 5 PM		9

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	1	1	2
10:00 AM-11:00 AM	0	0	0
11:00 AM-12:00 PM	1	3	4
12:00 PM-1:00 PM	3	1	4
1:00 PM-2:00 PM	2	5	7
2:00 PM-3:00 PM	6	1	7
3:00 PM-4:00 PM	2	2	4
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	1	1	2
Count Total	17	14	31
Max	1 PM - 2 PM		7
AM Max	9 AM - 10 AM		2
Mid Max	1 PM - 2 PM		7
PM Max	3 PM - 4 PM		4

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	5	3	8
9:00 AM-10:00 AM	3	4	7
10:00 AM-11:00 AM	1	2	3
11:00 AM-12:00 PM	1	0	1
12:00 PM-1:00 PM	0	1	1
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	11	11	22
Max	8 AM - 9 AM		8
AM Max	8 AM - 9 AM		8
Mid Max	10 AM - 11 AM		3
PM Max	3 PM - 4 PM		0

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	1	0	1
10:00 AM-11:00 AM	0	1	1
11:00 AM-12:00 PM	1	2	3
12:00 PM-1:00 PM	2	0	2
1:00 PM-2:00 PM	4	0	4
2:00 PM-3:00 PM	2	0	2
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	3	0	3
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	13	3	16
Max	1 PM - 2 PM		4
AM Max	9 AM - 10 AM		1
Mid Max	1 PM - 2 PM		4
PM Max	4 PM - 5 PM		3

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	4	4	8
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max	9 AM - 10 AM		8
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	3	3	6
9:00 AM-10:00 AM	4	3	7
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max	9 AM - 10 AM		7
Mid Max			
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	3	5	8
9:00 AM-10:00 AM	4	0	4
10:00 AM-11:00 AM	3	6	9
11:00 AM-12:00 PM	2	1	3
12:00 PM-1:00 PM	3	3	6
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	3	2	5
3:00 PM-4:00 PM	2	2	4
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	5	3	8
6:00 PM-7:00 PM	9	11	20
Count Total	36	36	72
Max	6 PM - 7 PM		20
AM Max	8 AM - 9 AM		8
Mid Max	10 AM - 11 AM		9
PM Max	6 PM - 7 PM		20

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	0	0	0
9:00 AM-10:00 AM	0	0	0
10:00 AM-11:00 AM	3	3	6
11:00 AM-12:00 PM	5	7	12
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	0	2	2
2:00 PM-3:00 PM	6	0	6
3:00 PM-4:00 PM	5	2	7
4:00 PM-5:00 PM	8	6	14
5:00 PM-6:00 PM	8	10	18
6:00 PM-7:00 PM	2	2	4
Count Total	38	33	71
Max	5 PM - 6 PM		18
AM Max	7 AM - 8 AM		0
Mid Max	11 AM - 12 PM		12
PM Max	5 PM - 6 PM		18

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	3	3
8:00 AM-9:00 AM	2	1	3
9:00 AM-10:00 AM	3	2	5
10:00 AM-11:00 AM	2	0	2
11:00 AM-12:00 PM	0	2	2
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	1	2	3
3:00 PM-4:00 PM	2	0	2
4:00 PM-5:00 PM	3	3	6
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	4	7	11
Count Total	18	22	40
Max	6 PM - 7 PM		11
AM Max	9 AM - 10 AM		5
Mid Max	2 PM - 3 PM		3
PM Max	6 PM - 7 PM		11

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	0	0	0
8:00 AM-9:00 AM	2	1	3
9:00 AM-10:00 AM	2	4	6
10:00 AM-11:00 AM	8	5	13
11:00 AM-12:00 PM	7	1	8
12:00 PM-1:00 PM	1	3	4
1:00 PM-2:00 PM	9	3	12
2:00 PM-3:00 PM	0	6	6
3:00 PM-4:00 PM	1	6	7
4:00 PM-5:00 PM	4	2	6
5:00 PM-6:00 PM	2	2	4
6:00 PM-7:00 PM	2	0	2
Count Total	38	33	71
Max	10 AM - 11 AM		13
AM Max	9 AM - 10 AM		6
Mid Max	10 AM - 11 AM		13
PM Max	3 PM - 4 PM		7

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	2	4
8:00 AM-9:00 AM	3	4	7
9:00 AM-10:00 AM	2	0	2
10:00 AM-11:00 AM	0	1	1
11:00 AM-12:00 PM	2	2	4
12:00 PM-1:00 PM	0	0	0
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	1	1	2
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	1	1	2
Count Total	11	11	22
Max	8 AM - 9 AM		7
AM Max	8 AM - 9 AM		7
Mid Max	11 AM - 12 PM		4
PM Max	6 PM - 7 PM		2

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	0	1
8:00 AM-9:00 AM	3	2	5
9:00 AM-10:00 AM	3	2	5
10:00 AM-11:00 AM	1	4	5
11:00 AM-12:00 PM	4	3	7
12:00 PM-1:00 PM	1	1	2
1:00 PM-2:00 PM	5	0	5
2:00 PM-3:00 PM	2	5	7
3:00 PM-4:00 PM	1	1	2
4:00 PM-5:00 PM	4	3	7
5:00 PM-6:00 PM	0	1	1
6:00 PM-7:00 PM	3	1	4
Count Total	28	23	51
Max	11 AM - 12 PM		7
AM Max	8 AM - 9 AM		5
Mid Max	11 AM - 12 PM		7
PM Max	4 PM - 5 PM		7



New York State Department of Transportation

Non-Motorized Count Field Log

Tri-State Traffic Data Inc.

Site Information				Installation Information	Setup	Check 1	Check 2	Pickup
Site ID: BRT000015				Date: 06/14/2023	Date: 06/18/2023	Date: 06/21/2023	Date: 06/22/2023	
Region: 1		County: Warren		Time: 06:47	Time: 18:10	Time: 06:10	Time: 11:01	
FIPS: 113		Road Name/Intersection: Warren County Bikeway		Dates of Collection: 07/15/2023 - 07/21/2023				
GeoCode: 0109				Interval 1: 7AM - 7PM		Interval 2:		
BIN:		Route/Road #:		Interval 3:		Interval 4:		
RR#:				Counter Location				
Municipality: Lake George				Location Description: 108' N of Old Military Rd				
Count Type: Both Pedestrians and Bicycles				GPS Latitude: 43.405787			Date: 06/14/2023	
Count Movements: N,S				GPS Longitude: -73.708793			Time: 06:47	
Crew Information								
Org : Tri-State Traffic Data, Inc				Field Technicians: BEK / EW				
Weather Info								
	Date	Daily High Temp	Daily Low Temp	Precipitation	Weather Type			
Day 1	6/15/23	71	54	<input checked="" type="checkbox"/>	Scattered showers			
Day 2	6/16/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 3	6/17/23	61	57	<input type="checkbox"/>	Partly Cloudy			
Day 4	6/18/23	61	51	<input checked="" type="checkbox"/>	Scattered showers			
Day 5	6/19/23	73	46	<input type="checkbox"/>	Sunny			
Day 6	6/20/23	78	54	<input type="checkbox"/>	Partly Cloudy			
Day 7	6/21/23	76	58	<input type="checkbox"/>	Sunny			
				<input type="checkbox"/>	Select			
Counter Info								
	Manufacturer:	Model:	Serial No:	Filename:	A-B Dir:	Interval		
Counter 1	TST-AFIDUS	200S	230302155	BRT000015.csv	N/A	15MIN		
Counter 2								
Counter 3								
Counter 4								
Counter 5								
Counter 6								
Count Notes:								
Video not collected 7:00 AM to 7:00 PM 6/18/2023								

MAP / LAYOUT



SITE PHOTO





Project	R1-Trail - NYSDOT
Site	BRT000015 / 17_9805_Warren County Bikeway
Coordinates	43.40578, -73.70879
Survey Start	06/15/2023 07:00 AM
Survey End	06/21/2023 07:00 PM

Daily Volumes

Date	N-S		S-N		Total
	PED	Bike	PED	Bike	
06/15/2023	38	88	33	77	236
06/16/2023	28	63	31	58	180
06/17/2023	28	17	24	15	84
06/18/2023					
06/19/2023	38	151	40	131	360
06/20/2023	44	113	42	117	316
06/21/2023	29	102	29	111	271
Counted Total	205	534	199	509	1447

Date 06/15/2023
Day Thursday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	3	4	7
8:00 AM-9:00 AM	1	1	2
9:00 AM-10:00 AM	5	4	9
10:00 AM-11:00 AM	3	2	5
11:00 AM-12:00 PM	4	5	9
12:00 PM-1:00 PM	8	12	20
1:00 PM-2:00 PM	2	3	5
2:00 PM-3:00 PM	1	0	1
3:00 PM-4:00 PM	2	2	4
4:00 PM-5:00 PM	2	3	5
5:00 PM-6:00 PM	1	2	3
6:00 PM-7:00 PM	1	0	1
Count Total	33	38	71
Max	12 PM - 1 PM		20
AM Max	9 AM - 10 AM		9
Mid Max	12 PM - 1 PM		20
PM Max	4 PM - 5 PM		5

Date 06/16/2023
Day Friday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	3	3
8:00 AM-9:00 AM	1	0	1
9:00 AM-10:00 AM	6	3	9
10:00 AM-11:00 AM	2	5	7
11:00 AM-12:00 PM	11	5	16
12:00 PM-1:00 PM	2	3	5
1:00 PM-2:00 PM	1	1	2
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	2	2	4
4:00 PM-5:00 PM	1	2	3
5:00 PM-6:00 PM	1	1	2
6:00 PM-7:00 PM	4	3	7
Count Total	31	28	59
Max	11 AM - 12 PM		16
AM Max	9 AM - 10 AM		9
Mid Max	11 AM - 12 PM		16
PM Max	6 PM - 7 PM		7

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	2	5	7
8:00 AM-9:00 AM	2	6	8
9:00 AM-10:00 AM	4	7	11
10:00 AM-11:00 AM	8	4	12
11:00 AM-12:00 PM	18	14	32
12:00 PM-1:00 PM	8	10	18
1:00 PM-2:00 PM	3	6	9
2:00 PM-3:00 PM	6	15	21
3:00 PM-4:00 PM	13	1	14
4:00 PM-5:00 PM	7	8	15
5:00 PM-6:00 PM	6	11	17
6:00 PM-7:00 PM	0	1	1
Count Total	77	88	165
Max	11 AM - 12 PM		32
AM Max	9 AM - 10 AM		11
Mid Max	11 AM - 12 PM		32
PM Max	5 PM - 6 PM		17

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	5	6	11
8:00 AM-9:00 AM	3	6	9
9:00 AM-10:00 AM	6	5	11
10:00 AM-11:00 AM	8	8	16
11:00 AM-12:00 PM	13	6	19
12:00 PM-1:00 PM	3	9	12
1:00 PM-2:00 PM	1	5	6
2:00 PM-3:00 PM	5	2	7
3:00 PM-4:00 PM	1	2	3
4:00 PM-5:00 PM	6	4	10
5:00 PM-6:00 PM	7	10	17
6:00 PM-7:00 PM	0	0	0
Count Total	58	63	121
Max	11 AM - 12 PM		19
AM Max	7 AM - 8 AM		11
Mid Max	11 AM - 12 PM		19
PM Max	5 PM - 6 PM		17

Date 06/17/2023
Day Saturday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	6	9	15
9:00 AM-10:00 AM	6	5	11
10:00 AM-11:00 AM	2	5	7
11:00 AM-12:00 PM	3	3	6
12:00 PM-1:00 PM	3	2	5
1:00 PM-2:00 PM	1	1	2
2:00 PM-3:00 PM	1	1	2
3:00 PM-4:00 PM	0	1	1
4:00 PM-5:00 PM	1	0	1
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	0	0	0
Count Total	24	28	52
Max	8 AM - 9 AM		15
AM Max	8 AM - 9 AM		15
Mid Max	10 AM - 11 AM		7
PM Max	3 PM - 4 PM		1

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	1	1	2
8:00 AM-9:00 AM	3	0	3
9:00 AM-10:00 AM	1	5	6
10:00 AM-11:00 AM	4	3	7
11:00 AM-12:00 PM	3	3	6
12:00 PM-1:00 PM	1	3	4
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	0	0
3:00 PM-4:00 PM	0	0	0
4:00 PM-5:00 PM	0	0	0
5:00 PM-6:00 PM	2	0	2
6:00 PM-7:00 PM	0	2	2
Count Total	15	17	32
Max	10 AM - 11 AM		7
AM Max	9 AM - 10 AM		6
Mid Max	10 AM - 11 AM		7
PM Max	5 PM - 6 PM		2

Date 06/18/2023
Day Sunday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM			
8:00 AM-9:00 AM			
9:00 AM-10:00 AM			
10:00 AM-11:00 AM			
11:00 AM-12:00 PM			
12:00 PM-1:00 PM			
1:00 PM-2:00 PM			
2:00 PM-3:00 PM			
3:00 PM-4:00 PM			
4:00 PM-5:00 PM			
5:00 PM-6:00 PM			
6:00 PM-7:00 PM			
Count Total			
Max			
AM Max			
Mid Max			
PM Max			

Date 06/19/2023
Day Monday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	2	4	6
8:00 AM-9:00 AM	2	2	4
9:00 AM-10:00 AM	9	6	15
10:00 AM-11:00 AM	3	3	6
11:00 AM-12:00 PM	8	4	12
12:00 PM-1:00 PM	2	1	3
1:00 PM-2:00 PM	1	8	9
2:00 PM-3:00 PM	4	3	7
3:00 PM-4:00 PM	6	1	7
4:00 PM-5:00 PM	1	1	2
5:00 PM-6:00 PM	1	2	3
6:00 PM-7:00 PM	1	3	4
Count Total	40	38	78
Max	9 AM - 10 AM		15
AM Max	9 AM - 10 AM		15
Mid Max	11 AM - 12 PM		12
PM Max	3 PM - 4 PM		7

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	3	4	7
8:00 AM-9:00 AM	7	8	15
9:00 AM-10:00 AM	10	14	24
10:00 AM-11:00 AM	10	14	24
11:00 AM-12:00 PM	21	9	30
12:00 PM-1:00 PM	26	12	38
1:00 PM-2:00 PM	14	20	34
2:00 PM-3:00 PM	13	22	35
3:00 PM-4:00 PM	10	17	27
4:00 PM-5:00 PM	3	11	14
5:00 PM-6:00 PM	11	10	21
6:00 PM-7:00 PM	3	10	13
Count Total	131	151	282
Max	12 PM - 1 PM		38
AM Max	9 AM - 10 AM		24
Mid Max	12 PM - 1 PM		38
PM Max	3 PM - 4 PM		27

Date 06/20/2023
Day Tuesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	3	5	8
8:00 AM-9:00 AM	2	2	4
9:00 AM-10:00 AM	4	8	12
10:00 AM-11:00 AM	10	6	16
11:00 AM-12:00 PM	9	5	14
12:00 PM-1:00 PM	4	7	11
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	2	1	3
3:00 PM-4:00 PM	2	4	6
4:00 PM-5:00 PM	4	3	7
5:00 PM-6:00 PM	0	0	0
6:00 PM-7:00 PM	2	3	5
Count Total	42	44	86
Max	10 AM - 11 AM		16
AM Max	9 AM - 10 AM		12
Mid Max	10 AM - 11 AM		16
PM Max	4 PM - 5 PM		7

Date 06/21/2023
Day Wednesday

Time	PED		Total
	A	B	
7:00 AM-8:00 AM	0	3	3
8:00 AM-9:00 AM	2	3	5
9:00 AM-10:00 AM	9	7	16
10:00 AM-11:00 AM	2	1	3
11:00 AM-12:00 PM	4	4	8
12:00 PM-1:00 PM	3	0	3
1:00 PM-2:00 PM	0	0	0
2:00 PM-3:00 PM	0	1	1
3:00 PM-4:00 PM	2	3	5
4:00 PM-5:00 PM	1	4	5
5:00 PM-6:00 PM	4	2	6
6:00 PM-7:00 PM	2	1	3
Count Total	29	29	58
Max	9 AM - 10 AM		16
AM Max	9 AM - 10 AM		16
Mid Max	11 AM - 12 PM		8
PM Max	5 PM - 6 PM		6

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	7	2	9
8:00 AM-9:00 AM	5	4	9
9:00 AM-10:00 AM	6	6	12
10:00 AM-11:00 AM	14	12	26
11:00 AM-12:00 PM	11	13	24
12:00 PM-1:00 PM	16	14	30
1:00 PM-2:00 PM	16	3	19
2:00 PM-3:00 PM	7	14	21
3:00 PM-4:00 PM	10	16	26
4:00 PM-5:00 PM	13	12	25
5:00 PM-6:00 PM	4	6	10
6:00 PM-7:00 PM	8	11	19
Count Total	117	113	230
Max	12 PM - 1 PM		30
AM Max	9 AM - 10 AM		12
Mid Max	12 PM - 1 PM		30
PM Max	3 PM - 4 PM		26

Time	Bike		Total
	1	2	
7:00 AM-8:00 AM	4	1	5
8:00 AM-9:00 AM	9	7	16
9:00 AM-10:00 AM	6	7	13
10:00 AM-11:00 AM	6	3	9
11:00 AM-12:00 PM	17	3	20
12:00 PM-1:00 PM	12	13	25
1:00 PM-2:00 PM	8	13	21
2:00 PM-3:00 PM	19	18	37
3:00 PM-4:00 PM	7	12	19
4:00 PM-5:00 PM	10	13	23
5:00 PM-6:00 PM	1	1	2
6:00 PM-7:00 PM	12	11	23
Count Total	111	102	213
Max	2 PM - 3 PM		37
AM Max	8 AM - 9 AM		16
Mid Max	2 PM - 3 PM		37
PM Max	4 PM - 5 PM		23



Appendix C: Glens Falls Stakeholder Meeting Minutes



Warren County Modernization and Connectivity Plan for Multi-use Trails Summary for the Glens Falls Stakeholder Meeting #1

April 4, 2024 @ 3 PM

Glens Falls City Hall

1) Introductions & Attendees:

City of Glens Falls:	Patrick Dowd
Warren County:	Ethan Gaddy
Barton & Loguidice, DPC:	Dan Rourke

2) Discussion Topics:

The County and B&L provided a brief overview of the project, goals, and general update of project accomplishments since the first two Project Advisory Committee meetings were held. The City of Glens Falls is a key stakeholder in the study because the City is the focus of one of the Downtown Connection project objectives, the Southern terminus of the WCB is in the City, and it contains the convergence of the WCB and the FCT.

1. Closing the gap of the FCT is a primary objective of this project. The FCT currently stops at Shermantown Road to the east and Route 9 (Glens Street) to the west, without any provisions for connecting between the two.
 - a. The closing of the gap has been part of previous planning efforts over the years, although nothing has come to fruition yet.
2. The County envisions that this planning study will result in the identification of several projects for implementation.
 - a. Most of the projects would be geared towards attaining grant funding and would need to go through the engineering, bidding, construction sequence.
 - b. This study will provide the framework for the grant funds to be obtained but not the detailed engineering work to develop construction plans.
3. The City is currently talking about completing a bicycle master plan and to develop standards or criteria for bicycle infrastructure in the City. This study could be used as a starting point for the City project.
4. The City recently completed installing bike lanes on Murray Street connecting Hudson Avenue to the Feeder Canal Trail.
5. The County will be rolling out a public involvement plan that will be centered on engagement events at the 3 downtown connection areas (Glens Falls, Hudson Falls, and Lake George). This will be discussed at the next PAC meeting and likely anticipating a more focused group for each location/event. The City will help plan for, advertise, or assist with the Glens Falls event.
6. A more focused meeting specifically on the Downtown Connections should be scheduled with the Mayor, DPW, and Engineering.

3) Next Steps:

1. PAC Meeting #3 is scheduled for 4/24/2024
2. Work with the City to schedule a Downtown Connection focus meeting
3. Coordinate with the City on the Glens Falls public engagement session





Warren County Modernization and Connectivity Plan for Multi-use Trails Summary for the GF Downtown Connections - Meeting #1

September 25, 2024 @ 1 PM

Glens Falls City Hall

1) Introductions & Attendees:

City of Glens Falls:	Mayor Bill Collins
	Patrick Dowd
	Tom Girard
	Jeremy Scheible
A GFTC:	Aaron Frankenfeld
Warren County:	David Nelson
Barton & Loguidice, DPC:	Dan Rourke

2) Project Information and Background:

B&L and the County presented an overview of the project, accomplishments to date, and the goals of the study.

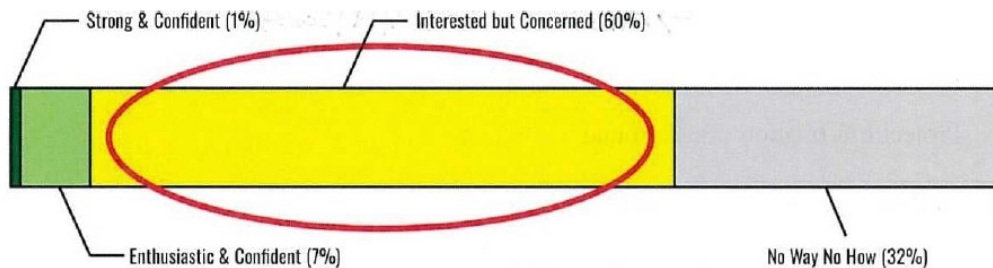
Warren County is nearing completion of the *Multi-Use Trail Modernization and Connectivity Study*, an implementable plan that will improve conditions and access to the trail network and expand its reach to downtown areas. This study will result in recommendations that will be in service of and complement the planning initiatives and investments of the municipalities where Multi-Use Trail users reside and visit. The study will be successfully implemented only if the recommendations can be adapted to the needs and goals of the individual municipalities. Warren County recognizes this and strives to accomplish some of the preliminary work that ensures the study is realistic and implementable, well-vetted, and publicly supported.

Public feedback received by the County through multiple outreach efforts this summer have included the following goal themes:

- Ensuring safety,
- Providing wayfinding and information, and
- Closing the gaps.

Warren County believes that in achieving these goals, a complete, accessible, and enjoyable trail network will also play a key role in the Outdoor Recreation Economy that our communities rely on for both direct and indirect economic benefits.

The purpose of this meeting is to devise strategies to include in the County's Study that align with the City's vision for a walkable and bikeable community with adequate and appropriate downtown connections.



Spectrum of Bikeway Users





Warren County Modernization and Connectivity Plan for Multi-use Trails
Summary for the GF Downtown Connections - Meeting #1
September 25, 2024 @ 1 PM
Glens Falls City Hall

A successful downtown connection will satisfy the largest segment of trail users: the "interested but concerned" group that includes families, occasional recreationists, and visitors unfamiliar with the trail network or area. In designing for them, the trail network will address the needs of a majority of the population while also catering to more experienced users. This will result in meaningful connections to downtown Glens Falls that boost commercial and civic support by residents and visitors alike.

Two factors need to be addressed to achieve this goal: physical extent of improvements (which may not be uniform across or even within preferred routes), and route(s) selection. We need the City's input and insight on what factors will make for a successful connection, and where that connection would best work.

3) Evaluation of Preferred Downtown Criteria

The design and development of connections from the Warren County Bikeway and Feeder Canal to Downtown Glens Falls must be flexible enough to fit into the existing infrastructure and urban fabric that define its physical space. In determining what might work, opening questions include:

What is the ideal design?

What negative impacts will that ideal design produce?

What concessions can be made to the design to reduce impacts?

To answer these questions, we need to evaluate critical corridor criteria such as:

- Physical space needed (i.e. available R.O.W.)
- Rider stress,
- Collision history,
- Average daily traffic volumes,
- Cost of improvements,
- Impacts to parking.
- Other?

It is assumed that formal, marked connections may incorporate a variety of forms along a connection, such as: Multi-use paths, bike lanes, bike boulevards, roadway shoulders, or shared roadways (sharrows) with traffic calming measures.

4) Evaluation of Preferred Downtown Connections

Barton & Loguidice has identified six potential downtown connections from the Bikeway:

- Bay Street
- Sanford Street to Bay
- Ridge Street
- Dix Ave to Ridge
- Walnut & Maple streets to Ridge
- Warren Street





Warren County Modernization and Connectivity Plan for Multi-use Trails Summary for the GF Downtown Connections - Meeting #1

September 25, 2024 @ 1 PM

Glens Falls City Hall

Additionally, three Feeder Canal gap connections from the parking lot just west of Route 9/ Glen Street to the trailhead on Shermantown Road have been identified. All of these involve Warren Street, which appears to be the only viable west-to-east option:

- Glen Street north to Warren Street
- Glen Street to Oakland Avenue to Warren Street
- Murray Street to South Street to Warren Street

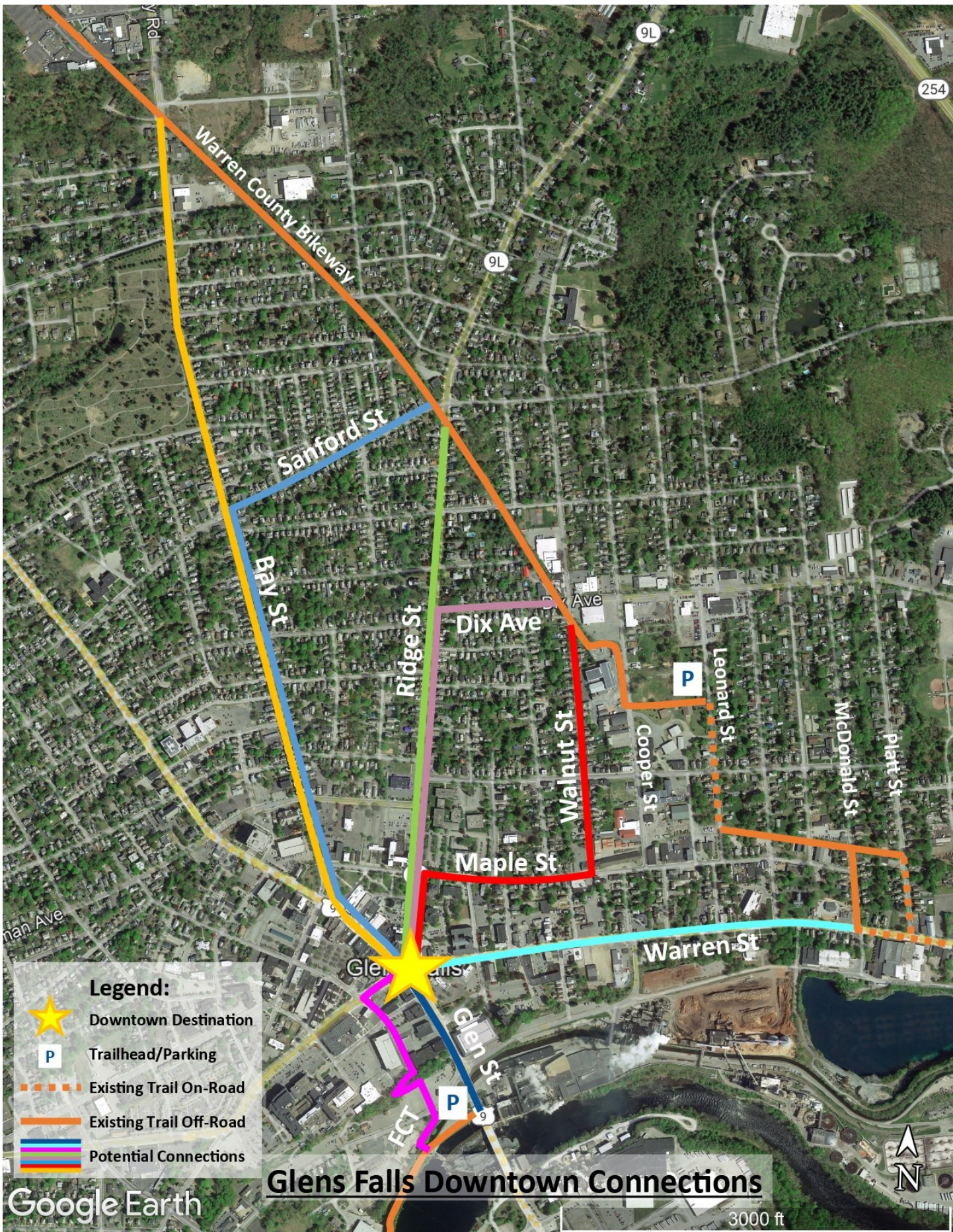
Additional discussions and comments from the meeting are summarized below:

1. The City provided a summary of a recent project on Webster Avenue where they tried to implement bike lanes but faced significant resistance from the adjacent property owners.
2. There was concern that the sentiment from the Webster Avenue residents would be continued throughout other neighborhoods when trying to implement bicycle connections.
3. The County expressed that while these facilities would be an asset for City residents, they would also serve the purpose of economic development by connecting WCB and FCT users to the downtown commercial district of the City.
4. The City asked how additional widths on City roads would be utilized to implement bike lanes or shared use paths.
 - a. Discussions on Bike Lanes, Cycle Track, and Shared-Use Paths were provided by the County and B&L on how these facilities could be constructed by adjusting travel lane widths, reducing lanes, removing on-street parking, or re-allocating sidewalk and snow storage areas.
5. The City requested that the County team look further into the specific proposed connecting routes and provide more implementation details in a follow up meeting.

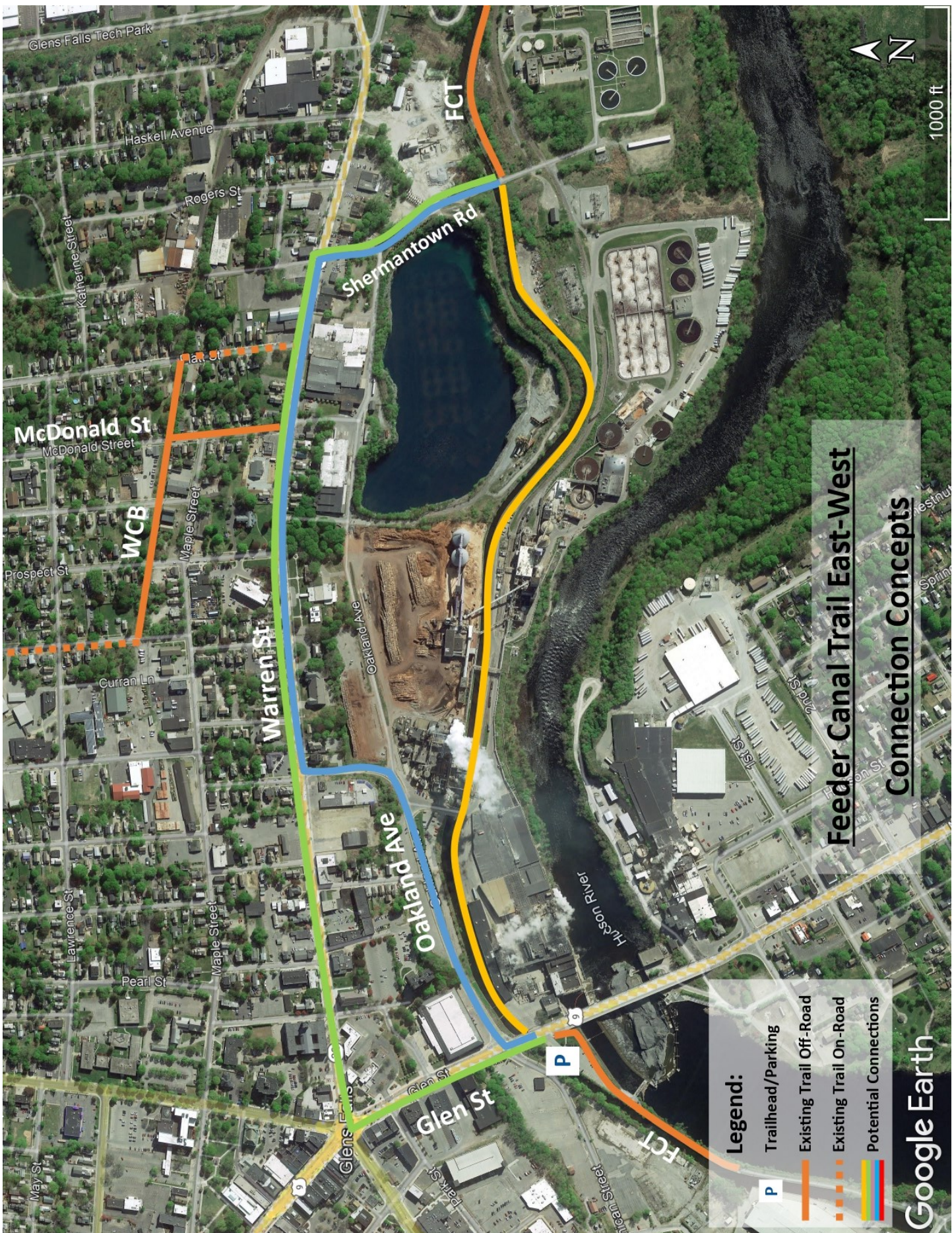
5) Next steps:

- a) B&L to prepare details on each connecting route
- b) Schedule Follow up meeting for later in the fall











Warren County Modernization and Connectivity Plan for Multi-use Trails
Summary for the Glens Falls Stakeholder Meeting #3
2nd Meeting for the GF Downtown Connections
December 19, 2024 @ 1 PM
Glens Falls City Hall

1) Introductions & Attendees:

City of Glens Falls:	Mayor Bill Collins
	Patrick Dowd
	Tom Girard
	Jeremy Scheible
A GFTC:	Aaron Frankenfeld
Warren County:	David Nelson
Barton & Loguidice, DPC:	Dan Rourke

The County and B&L provided an update on the project since the first meeting back in September. Materials (attached) were distributed to everyone that included a detailed look at each of the 6 routes that were proposed to accomplish the City of Glens Falls Downtown Connections.

2) Potential Treatment Options:

The bicycle treatment options that are being considered were discussed. These include

1. Bi-directional Cycle Track
2. Sidepath
3. Directional Bike Lanes
4. Shared Roadways.

These are all on-road or within the roadway footprint options to accommodate bicycles if implemented and designed in accordance with the NYSDOT Highway Design Manual, The Empire State Trail Design Guidelines, AASHTO Guide for the Development of Bicycle Facilities, and other applicable publications.

3) Downtown Connection Routes:

At the first meeting about the Downtown Connections, it was noted that the desire of the City, if implementing a connection, would be to make the most direct route with the least amount of impacts to City residents. To evaluate the connecting routes with this goal in mind, the following 6 routes were investigated:

1. Bay Street
2. Sanford Street to Bay Street
3. Ridge Street
4. Dix Avenue to Ridge Street
5. Walnut & Maple Streets to Ridge Street
6. Warren Street

For each potential route, the critical design and decision factors were discussed including the roadway classification, roadway operating speeds, traffic volume, roadway and right-of-way width, parking, estimated costs, as well as others. These details for each are included on the attached figures that were presented at the meeting.

The potential routes that included multiple roadways or neighborhood roadways such as Sanford Street, Dix Avenue, and Walnut/Maple Streets were determined not to be feasible. The 3 remaining routes of Bay Street, Ridge Street, and Warren Street were determined to be feasible and warranted further study through this project.



Glens Falls Downtown Connections Meeting

December 19th, 2024, 1pm

Notes:

- A brief review of the September 25th meeting was conducted, followed by an update of progress made on the Study since then. An updated schedule was provided: draft report by mid-January, then a chance for PAC and the public to provide feedback. Mayor Collins asked about process after that. Planning staff explained that once the PAC makes a recommendation for adoption, it will be brought before a committee, either Economic Growth and Development (i.e., Planning), Public Works (i.e., DPW and Parks, Recreation & Railroad), or both. From there, it will move to the full Board of Supervisors. It was acknowledged that this may take several months.
- Mayor Collins requested notice when these committee meetings are scheduled. Planning staff confirmed he will be informed in advance.
- Mayor Collins also requested that the draft report be presented to the City's Complete Streets and Public Safety subcommittees. Planning staff reiterated that as the champion of the report's implementation, they are happy to do so.
- A general overview of the materials provided by B&L was conducted. It was summarized that the data provided for each route can be used as the metrics to evaluate the various facility treatment options. This data should be included in the report to inform the public why specific treatments were selected for specific routes.
- Variation among the different facility treatments was discussed. There was consensus that bi-directional cycletracks with separated sidewalks would have a greater impact on ROW than sidepath where both user types can be accommodated in identical fashion to how the bikeway currently functions. For these practical reasons, cycletracks were eliminated from further consideration.
- In evaluating the suggested facility treatments across the various routes, it was suggested that the hybrid options that contain multiple streets and multiple treatments (Sanford-Bay and Dix-Ridge) also be eliminated for the following reasons: confusion over varying treatments, road exposure in navigating left-hand turns, and the preference of the "interested but concerned" user group to have a straight shot to downtown that simplifies wayfinding.
- A suggestion was proposed that, in order to minimize impact to parking and ROW width, a one-way southbound bike lane on Bay and one-way northbound bike line on Ridge may be more palatable. Challenges to this approach were identified, including confusion by trail users over the proper direction and the increased danger associated with users proceeding the wrong

way and the hesitation these facilities might generate in the “interested but concerned” user group.

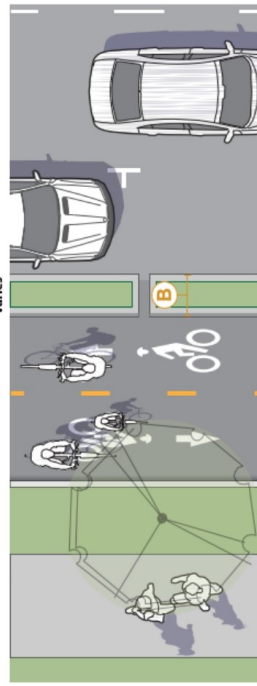
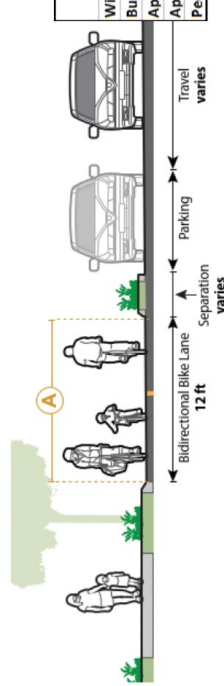
- The City mentioned that Maple will be redone with shared roadway arrows (aka sharrows) next year. Given the residential and low volume of traffic on this street, it was agreed that sharrows would be an acceptable treatment. **It was also agreed that sharrows on Maple should extend to Leonard (rather than turning at Walnut) due to low volume, roadway width, and ease of wayfinding.**
- **Because Maple Street is unique to other potential routes, the following approach was proposed: Develop consensus on recommended/preferred facility treatment types, and then identify where they would be appropriate. This resulted in the following hierarchy of options:**
 - **Sidepaths: appropriate on Bay, Ridge, or possibly Warren.**
 - **Bike Lanes: appropriate on Bay or Ridge.**
 - **Sharrows: appropriate on Maple.**
- It was pointed out that improvements to Warren Street would also serve to close most of the gap on the Feeder Canal. Challenges along Warren Street, however, include varying building setbacks, the presence of many commercial entity curb cuts and parking lot entrances, and Warren Street’s designation in the National Highway System which requires it remain accessible for truck traffic.

Action Items:

- B&L will incorporate these considerations into their draft report recommendations for Glens Falls Downtown Connections.
- Once the draft report is completed, Planning staff will reach out to the City for review and establish a schedule for presentation to City subcommittees and County committees.
- Once the report is adopted by the County, Planning staff will work to implement the recommendations and, when an opportunity arises in the City, will actively work on public outreach and engagement.
- Planning staff will forward a narrative and description of the Make-the-Connection grant to the City Engineer in January.

1) Bi-Directional Cycletrack:

EMPIRE STATE TRAIL - DESIGN GUIDELINES

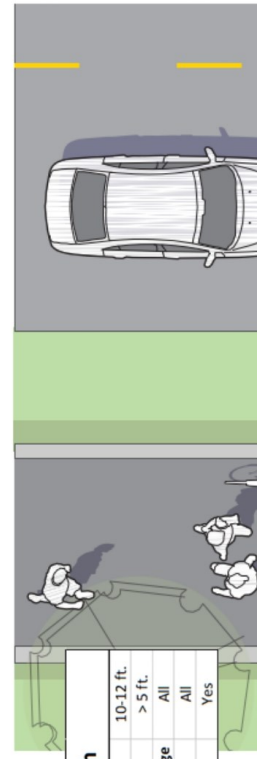
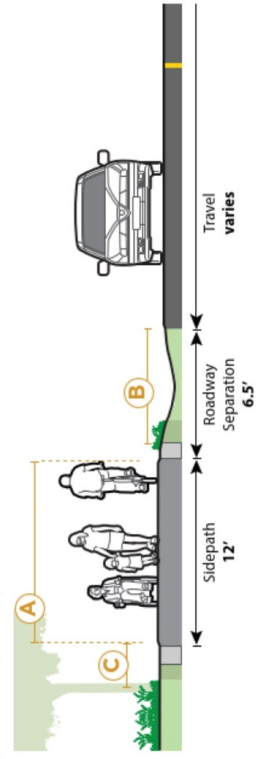


Sidepath

Width (range)	10-12 ft.
Buffer/Separation	> 5 ft.
Applicable veh. Speed range	All
Applicable veh. Volume	All
Ped. Accommodations?	Yes

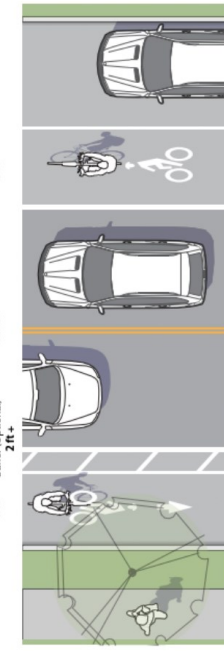
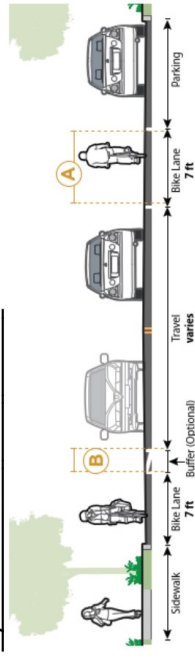
2) Sidepath:

EMPIRE STATE TRAIL - DESIGN GUIDELINES



3) Directional Bike Lanes:

EMPIRE STATE TRAIL - DESIGN GUIDELINES

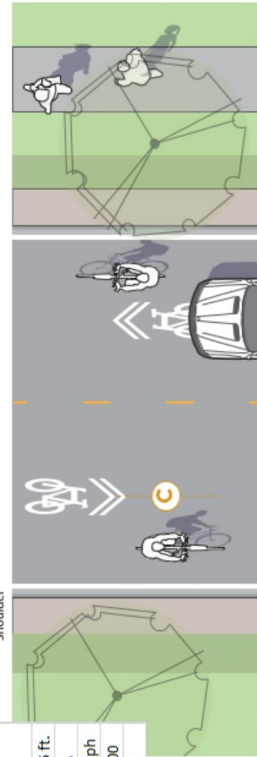
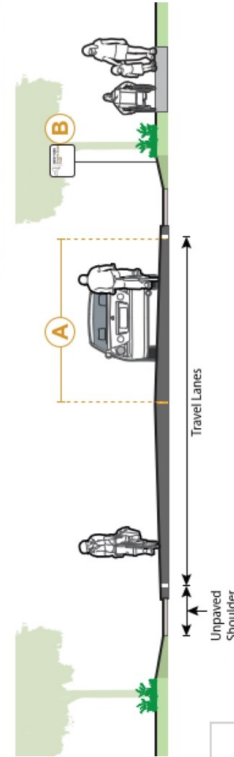


Directional Bike Lane

Width (range)	4-7 ft.
Buffer/Separation	0-2 ft. +
Applicable veh. Speed range	< 30 mph
Applicable veh. Volume	< 6,000
Ped. Accommodations?	No

4) Shared Roadway:

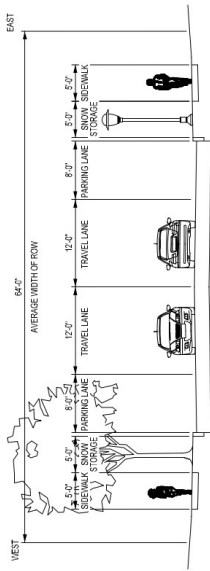
EMPIRE STATE TRAIL - DESIGN GUIDELINES



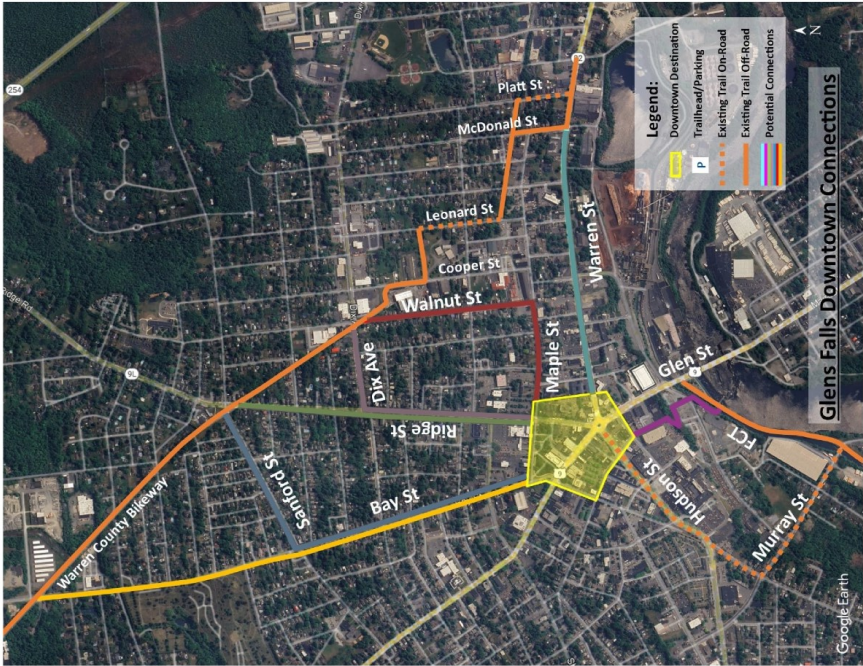
Shared Roadway

Width (range)	12-13.5 ft.
Buffer/Separation	N/A
Applicable veh. Speed range	< 20 mph
Applicable veh. Volume	< 1,500
Ped. Accommodations?	No

Category	Route: Bay Street	Bay Street
Road Classification	Urban Minor Arterial	No
National Highway System (NHS)		
Speed Limit	30 mph	
85th % Speed	37 mph	
Annual Average Daily Traffic (Vehicles/Day)	8,528	
% Trucks	3	
Pavement Width	40 ft.	
Vehicle Travel Lanes	2	
Current Travel Lane Width	12 ft.	
Standard Min. Travel Lane Width	11 ft.	
Current Shoulder Width	0 ft.	
Standard Min. Shoulder Width	0 ft.	
On-street Parking	Yes - both sides	
Current Parking Lane Width	8 ft.	
Parking Spaces (in Glens Falls)	181 W / 118 E	
Sidewalks	Yes-5 ft. both sides	
Building to Building Width	90 ft.	
Right-of-Way Width	64 ft.	
Roadway Setting / Land-use	Commercial/ Residential	
Ownership	City of GF	



EXISTING BAY ST. SECTION

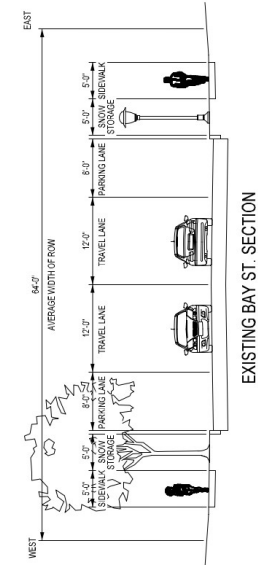


Glens Falls Downtown Connections

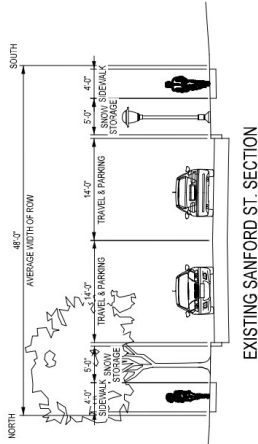
	Cycletrack	Directional Bike Lanes
Improvements/ Actions Needed	<ul style="list-style-type: none">Remove 8 ft. west parking laneReduce both travel lanes to 11 ft.Shift curb 3 ft. westInstall 10 ft. Cycletrack w/ 3 ft. bufferRelocate utility poles & remove treesMill/Fill road to shift crown	<ul style="list-style-type: none">Remove east parking laneReduce both travel lanes to 11 ft.5 ft. bike lane on east side5 ft. bike lane between travel lane and parking lane on west sideMill/Fill road to shift crownModify striping to include bike lanes
Notes	West side of road has less trees and driveways that would be affected by the curb shift	East side parking lane has less available spaces
Parking Spaces Lost	West Side = 181	East Side = 118
Approximate Cost	\$3,600,000	\$800,000



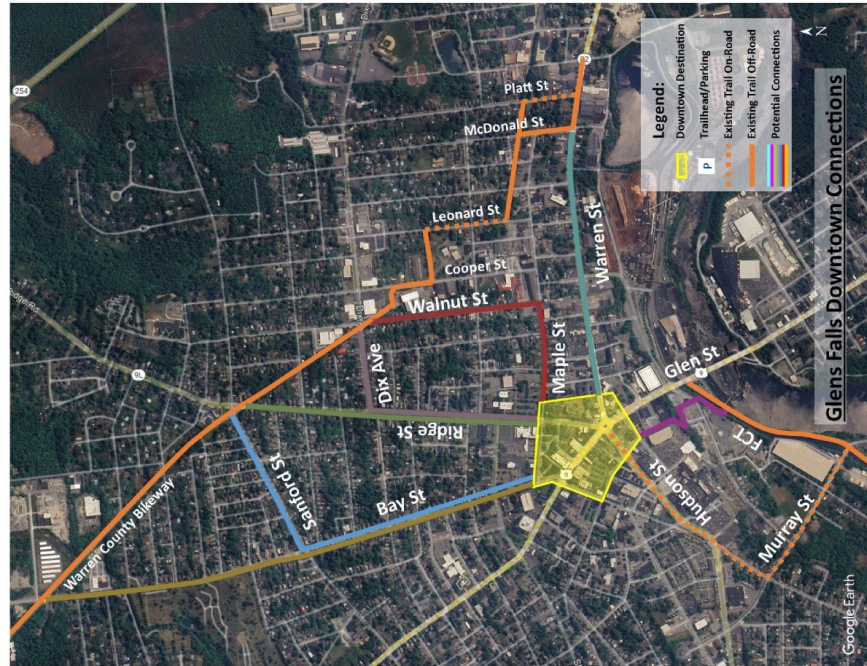
Route: Sanford Street - Bay Street		
Category	Bay Street	Sanford Street
Road Classification	Urban Minor Arterial	Urban Minor Arterial
National Highway System (NHS)	No	No
Speed Limit	30 mph	30 mph
85th % Speed	37 mph	34 mph
Annual Average Daily Traffic (Vehicles/Day)	7,521	3,330
% Trucks	3	3
Pavement Width	40 ft.	28 ft.
Vehicle Travel Lanes	2	2
Current Travel Lane Width	12 ft.	14
Standard Min. Travel Lane Width	11 ft.	11 ft.
Current Shoulder Width	0 ft.	0 ft.
Standard Min. Shoulder Width	0 ft.	0 ft.
On-street Parking	Yes - both sides	Un-controlled
Current Parking Lane Width	8 ft.	N/A
Parking Spaces (in Glens Falls)	181 W / 118 E	106
Sidewalks	Yes - 5 ft. both sides	Yes - 4 ft. both sides
Building to Building Width	90 ft.	64 ft.
Right-of-Way Width	64 ft.	48 ft.
Roadway Setting / Land-use	Commercial/Residential	Residential
Ownership	City of GF	City of GF



EXISTING BAY ST. SECTION



EXISTING SANFORD ST. SECTION

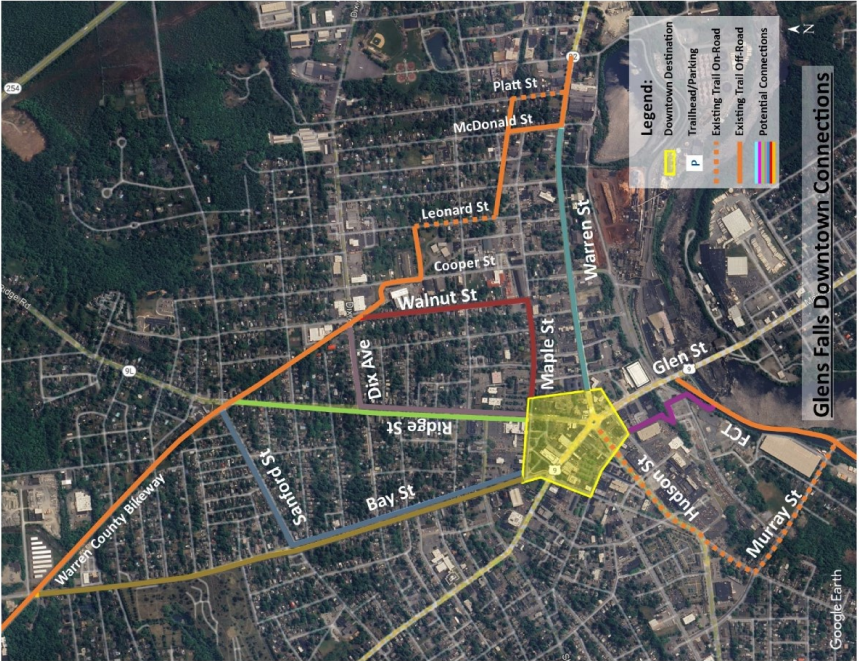
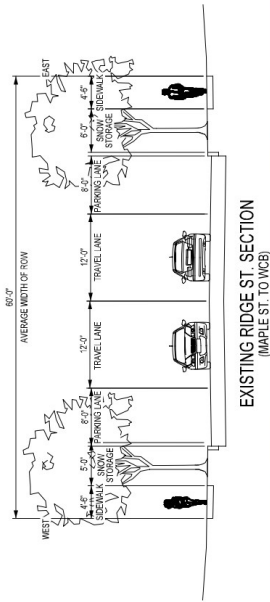


Improvements/ Actions Needed	Bay St	Sanford St	Cyclotrack	Directional Bike Lanes	Shared Roadway
	<ul style="list-style-type: none"> Remove 8 ft. west parking lane Reduce both travel lanes to 11 ft. Shift curb 3 ft. west Install 10 ft. Cyclotrack w/ 3 ft. buffer Relocate utility poles & remove trees Mill/Fill road to shift crown 	<ul style="list-style-type: none"> Remove east parking lane Reduce both travel lanes to 11 ft. 5 ft. bike lane on east side 5 ft. bike lane between travel lane and parking lane on west side Mill/Fill road to shift crown Modify striping to include bike lanes 	<ul style="list-style-type: none"> Prohibit Parking Reduce travel lanes to 10 ft. Shift southern curb 2 ft. to the south Relocate utility poles Add striping for bike lanes Mill/Fill road to shift crown 	<ul style="list-style-type: none"> Prohibit Parking Add signs and sharrow 	<ul style="list-style-type: none"> Not Recommended due to vehicle speed/volume
Notes			Not Recommended due to pavement & ROW width		
Parking Spaces Lost	Bay=181			Bay=118, Sanford=106	Sanford=106
Approximate Cost	Bay Street = \$1,770,000			Bay Street = \$390,000 Sanford Street = \$800,000	Sanford Street = \$30,000



BAY ST - SANFORD ST
ROUTE
NOVEMBER 2024

Route: Ridge Street		Ridge Street
Category		Urban Minor Arterial
Road Classification		No
National Highway System (NHS)		No
Speed Limit		30 mph
85th % Speed		34 mph
Annual Average Daily Traffic (Vehicles/Day)		8,649
% Trucks		3
Pavement Width		40-45 ft.
Vehicle Travel Lanes		2
Current Travel Lane Width		12 ft.
Standard Min. Travel Lane Width		11 ft.
Current Shoulder Width		0 ft.
Standard Min. Shoulder Width		0 ft.
On-street Parking		Yes - Both sides
Current Parking Lane Width		8 ft.
Parking Spaces (in Glens Falls)		77 W / 78 E
Sidewalks		Yes - 4/10 ft. both sides
Building to Building Width		62 ft.
Right-of-Way Width		66 ft.
Roadway Setting / Land-use		Commercial/Residential
Ownership		City of GF

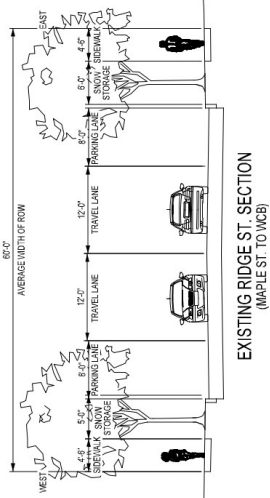


	Cycletrack	Directional Bike Lanes
Improvements/ Actions Needed	<ul style="list-style-type: none">• Reduce travel lanes to 11 ft.• Remove 8 ft. west parking lane• Move western curb 3 ft. west• Install a 10 ft. cycletrack with a 3 ft. buffer• Remove turn lanes at Dix Ave.• Intersection*• Relocate utility poles & remove trees• Mill/Fill road to shift crown	<ul style="list-style-type: none">• Remove west parking lane• Reduce both travel lanes to 11 ft.• 5 ft. bike lane on west side• 5 ft. bike lane between travel lane and parking lane on east side• Mill/Fill road to shift crown• Modify striping to include bike lanes• Remove turn lanes at Dix Ave.• Intersection*
Notes	West side of roadway has less healthy trees	
Parking Spaces Lost	West Side = 77	East Side = 77
Approximate Cost	\$2,100,000	\$512,000

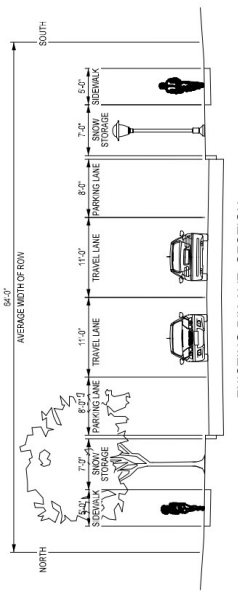
* A traffic study should be performed to confirm that traffic will not be negatively affected



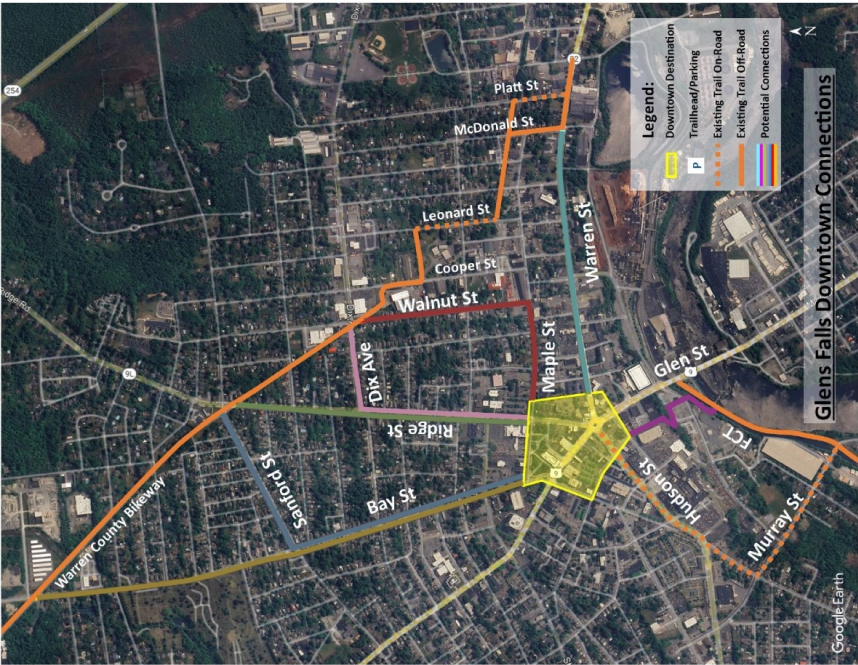
Route: Ridge Street - Dix Avenue			
Category	Ridge Street	Dix Avenue	
Road Classification	Urban Minor Arterial	Urban Minor Arterial	
National Highway System (NHS)	No	No	
Speed Limit	30 mph	30 mph	
85th % Speed	34 mph	32 mph	
Annual Average Daily Traffic (Vehicles/Day)	8,649	5,829	
% Trucks	3	3	
Pavement Width	40-45 ft.	38 ft.	
Vehicle Travel Lanes	2	2	
Current Travel Lane Width	12 ft.	11 ft.	
Standard Min. Travel Lane Width	11 ft.	11 ft.	
Current Shoulder Width	8 ft.	0 ft.	
Standard Min. Shoulder Width	0 ft.	0 ft.	
On-street Parking	Yes - Both sides	Yes, both sides	
Current Parking Lane Width	8 ft.	8 ft.	
Parking Spaces (in Glens Falls)	77W / 78E	19N / 30W	
Sidewalks	Yes - 4/10 ft. both sides	Yes - 5 ft. both sides	
Building to Building Width	62 ft.	82 ft.	
Right-of-Way Width	66 ft.	64 ft.	
Roadway Setting / Land-use	Commercial / Residential	Residential	
Ownership	City of GF	City of GF	



EXISTING RIDGE ST. SECTION
(MAPLE ST. TO WGB)



EXISTING DIX AVE. SECTION

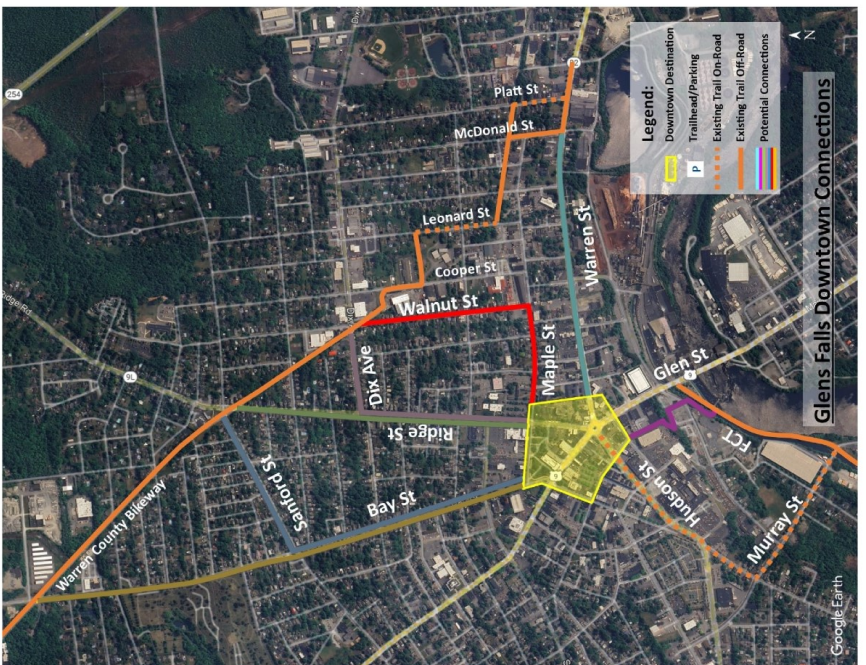
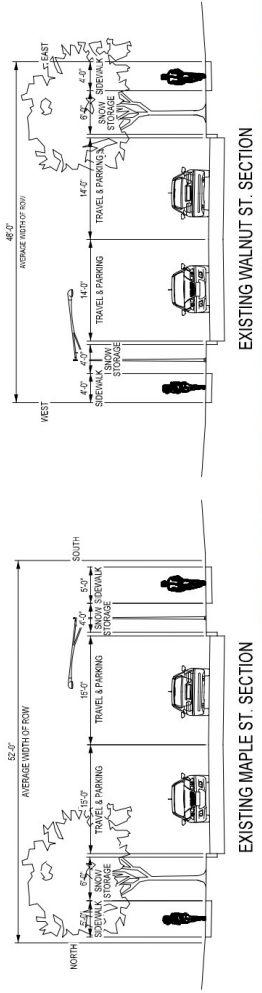


	Cyclotrack	Directional Bike Lanes	Shared Roadway
Improvements/ Actions Needed	Ridge St. <ul style="list-style-type: none">• Reduce travel lanes to 11 ft.• Remove 8 ft. east parking lane• Move eastern curb 3 ft. east• Install a 10 ft. cyclotrack with a 3 ft. buffer• Relocate utility poles & remove trees• Mill/Fill road to shift crown	<ul style="list-style-type: none">• Remove west parking lane• Reduce both travel lanes to 11 ft.• 5 ft. bike lane on west side• 5 ft. bike lane between travel lane and parking lane on east side• Mill/Fill road to shift crown• Modify striping to include bike lanes• Remove turn lanes at Dix Ave. Intersection*	<p>Not Recommended due to vehicle speed/volume</p>
	Dix Ave. <ul style="list-style-type: none">• Remove 8 ft. north parking lane• Move northern curb 3 ft. north• Install a 10 ft. cyclotrack with a 2 ft. buffer• Remove turn lanes at Ridge St. Intersection*• Relocate utility poles & remove trees• Mill/Fill road to shift crown	<ul style="list-style-type: none">• Remove north parking lane• Reduce travel lanes to 10 ft. (Non-Standard)• 5 ft. bike lane on north side• 5 ft. bike lane between travel lane and parking lane on south side• Mill/Fill road to shift crown• Modify striping to include bike lanes• Remove turn lanes at Ridge St. Intersection*	<ul style="list-style-type: none">• Prohibit parking on north side• Add signs and sharrows• Mill/Fill road to shift crown• Modify travel lanes to 14 ft.• Shift centerline of road• Add 2 ft. shoulder on north side <p>On Dix Ave., travel lanes may also be 15 ft. with no shoulder. Another option is to provide a 5 ft. bike lane on south side, a 10 ft. travel lane (s), and a 15 ft. shared lane (n).</p>
Notes	A sidewalk could be a candidate on Dix Ave., but it would replace a new sidewalk on one side of the roadway		
Parking Spaces Lost	Ridge St. = 78, Dix Ave. = 19	Ridge St. = 77, Dix Ave. = 19	Dix Ave. = 19
Approximate Cost	Ridge Street = \$1,300,000 Dix Avenue = \$630,000	Ridge Street = \$300,000 Dix Avenue = \$190,000	Dix Avenue = \$135,000

* A traffic study should be performed to confirm that traffic will not be negatively affected

RIDGE ST - DIX AVE ROUTE
NOVEMBER 2024

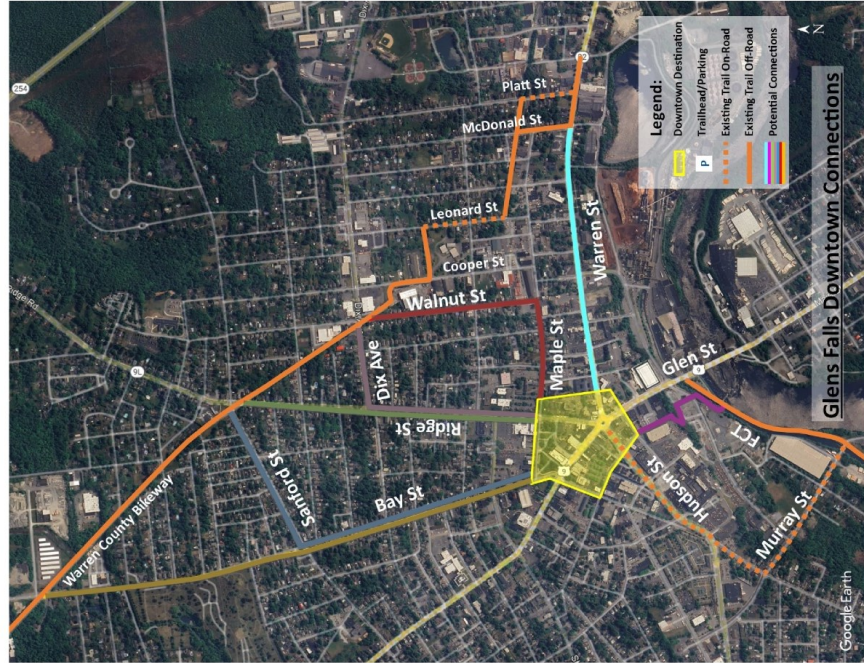
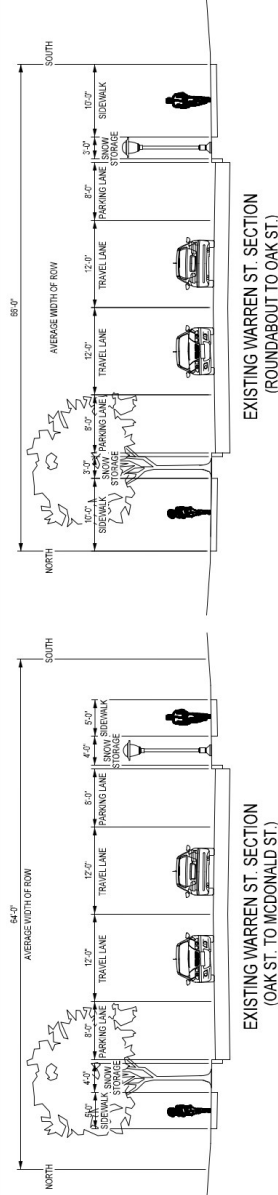
Route: Maple Street - Walnut Street		
Category	Maple Street	Walnut Street
Road Classification	Urban Minor Arterial	Urban Local
National Highway System (NHS)	No	No
Speed Limit	30 mph	30 mph
85th % Speed	31 mph	not available
Annual Average Daily Traffic (Vehicles/Day)	2,727	620
% Trucks	3	9
Pavement Width	30 ft.	28 ft.
Vehicle Travel Lanes	2	2
Current Travel Lane Width	15 ft.	14 ft.
Standard Min. Travel Lane Width	11 ft.	10 ft.
Current Shoulder Width	0 ft.	0 ft.
Standard Min. Shoulder Width	0 ft.	0 ft.
On-street Parking	No	Yes - Both sides
Current Parking Lane Width	Comb. w/ TL	Comb. w/ TL
Parking Spaces (in Glens Falls)	55 / 17N	58W / 58E
Sidewalks	Yes - 4-8 ft. both sides	Yes - 4 ft. both sides
Building to Building Width	68 ft.	55 ft.
Right-of-Way Width	52 ft.	46 ft.
Roadway Setting / Land-use	Commercial/Residential	Commercial/Residential
Ownership	City of GF	City of GF



	Directional Bike Lanes	Shared Roadway
Maple St.	<ul style="list-style-type: none">Prohibit parking on both sidesReduce both travel lanes to 10 ft. (non-standard)Add 5 ft. bike lane on both sidesAdd striping to include bike lanes	<ul style="list-style-type: none">Prohibit parking on both sidesAdd signs and sharrowsModify travel lanes to 15 ft.
Walnut St.	Not recommended due to existing pavement width and low volume nature of the roadway	<ul style="list-style-type: none">Prohibit parking on one sideAdd signsNo pavement striping should be installed
Notes		
Parking Spaces Lost	Maple St. = 17	Maple St. = 22, Walnut St. = 116
Approximate Cost	Maple Street = \$22,000	Maple Street = \$22,000 Walnut Street = \$27,000



MAPLE ST - WALNUT ST ROUTE
NOVEMBER 2024



Category	Route: Warren Street	Warren Street
Road Classification		Urban Principal Arterial
National Highway System (NH5)		Yes
Speed Limit		30 mph
85th % Speed		not available
Annual Average Daily Traffic (Vehicles/Day)		11,550
% Trucks		7
Pavement Width		40ft.
Vehicle Travel Lanes		2
Current Travel Lane Width		12 ft.
Standard Min. Travel Lane Width		11 ft.
Current Shoulder Width		0 ft.
Standard Min. Shoulder Width		0 ft.
On-street Parking		Yes - Both sides
Current Parking Lane Width		8 ft.
Parking Spaces (in Glens Falls)		96 N / 99 S
Sidewalks		Yes - 10 ft. both sides
Building to Building Width		66 ft. and varies
Right-of-Way Width		66 ft.
Roadway Sectioning / Land-use		Mixed Use
Ownership		City of GF

		Cycletrack	Sidewalk	Directional Bike Lanes
	Warren St. (Church St. to Oakland Ave.)	<ul style="list-style-type: none"> ● Reduce travel lanes to 11 ft. ● Remove 8 ft. south parking lane ● Move southern curb 3 ft. south ● Remove 3 ft. of existing sidewalk and add snowstorage ● Install a 10 ft. cycletrack with a 3 ft. buffer ● Relocate light poles & remove trees ● Mill/Fill road to shift crown 	Use existing 10 ft. sidewalks on both sides of the roadway as sidepaths. Preferably use south side for consistency with next section	<ul style="list-style-type: none"> ● Remove south parking lane ● Reduce both travel lanes to 11 ft. ● 5 ft. bike lane on south side ● 5 ft. bike lane between travel lane and parking lane on north side ● Mill/Fill road to shift crown ● Modify striping to include bike lanes
Improvements/ Actions Needed	Warren St. (Oakland Ave. to McDonald St.)	<ul style="list-style-type: none"> ● Reduce travel lanes to 11 ft. ● Remove 8 ft. south parking lane ● Move southern curb 3 ft. south and to eliminate snowstorage ● Install a 10 ft. cycletrack with a 3 ft. buffer ● Relocate light/utility poles & remove trees ● Mill/Fill road to shift crown 	<ul style="list-style-type: none"> ● Remove 8 ft. south parking lane ● Move southern curb 4 ft. north ● Remove existing sidewalk and install a 10 ft. shared use path and 4 ft. snowstorage ● Relocate light/utility poles & remove trees 	<ul style="list-style-type: none"> ● Remove south parking lane ● Reduce both travel lanes to 11 ft. ● 5 ft. bike lane on south side ● 5 ft. bike lane between travel lane and parking lane on north side ● Mill/Fill road to shift crown ● Modify striping to include bike lanes
Notes			Bicyclists typically prefer smooth surfaces to ride on, such as asphalt. These sidewalks have joints inbetween the concrete slabs. Use signalized crossing at McDonald St. to join WCB.	
Parking Spaces Lost		South side=99	South side=59	South side=99
Approximate Cost		Warren Street (Church - Oak.) = \$1,300,000 Warren Street (Oak - McDonald) = \$1,637,000	Warren Street (Oak - McDonald) = \$1,553,000	Warren Street (Church - Oak.) = \$242,000 Warren Street (Oak - McDonald) = \$245,000

Barton & Loguidice

WARREN ST ROUTE
NOVEMBER 2024



Appendix D: Hudson Falls Stakeholder Meeting Minutes



Warren County Modernization and Connectivity Plan for Multi-use Trails Summary for the HF Downtown Connections Meeting #1

October 25, 2024 @ 9 AM

Hudson Falls Village Hall

1) Introductions & Attendees:

Village of Hudson Falls:	Mayor John Barton Cassandra Allen
Warren County:	Ethan Gaddy David Nelson
Barton & Loguidice, DPC:	Dan Rourke Jeremy Hughes

Warren County is nearing completion of the *Multi-Use Trail Modernization and Connectivity Study*, an implementable plan that will improve conditions and access to the trail network and expand its reach to downtown areas. This study will result in recommendations that will be in service of and complement the planning initiatives and investments of the municipalities where Multi-Use Trail users reside and visit. The study will be successfully implemented only if the recommendations can be adapted to the needs and goals of the individual municipalities. Warren County recognizes this and strives to accomplish some of the preliminary work that ensures the study is realistic and implementable, well-vetted, and publicly supported.

Public feedback received by the County through multiple outreach efforts this summer have included the following goal themes:

- Ensuring safety,
- Providing wayfinding and information, and
- Closing the gaps.

Warren County believes that in achieving these goals, a complete, accessible, and enjoyable trail network will also play a key role in the Outdoor Recreation Economy that our communities rely on for both direct and indirect economic benefits.

The purpose of this meeting is to devise strategies to include in the County's Study that align with the Village's vision for a walkable and bikeable community with adequate and appropriate downtown connections. A successful downtown connection will satisfy the largest segment of trail users: the "interested but concerned" group that includes families, occasional recreationists, and visitors unfamiliar with the trail network or area. In designing for them, the trail network will address the needs of a majority of the population while also catering to more experienced users. This will result in meaningful connections to downtown Hudson Falls that boost commercial and civic support from residents and visitors alike.

Two factors need to be addressed to achieve this goal: physical extent of improvements (which may not be uniform across or even within preferred routes), and route(s) selection. We need the Village's input and insight on what factors will make for a successful connection, and where that connection would best work.

2) Potential Treatment Options:

The bicycle treatment options that are being considered were discussed. These include

1. Bi-directional Cycle Track
2. Sidepath
3. Directional Bike Lanes
4. Shared Roadways.

These are all on-road or within the roadway footprint options to accommodate bicycles if implemented and designed in accordance with the NYSDOT Highway Design Manual, The Empire State Trail Design Guidelines, AASHTO Guide for the Development of Bicycle Facilities, and other applicable publications.





Warren County Modernization and Connectivity Plan for Multi-use Trails
Summary for the HF Downtown Connections Meeting #1
October 25, 2024 @ 9 AM
Hudson Falls Village Hall

3) Downtown Connection Routes:

Four potential routes to connect the FCT to the Downtown area were initially identified by the project team and presented to the Village on an aerial map (attached to these notes). The four routes include:

1. Main Street (NY Route 4)
2. Martindale Avenue to Main Street
3. Maple Street (NY Route 196)
4. Pearl Street

For each potential route, the critical design and decision factors were discussed including the roadway classification, roadway operating speeds, traffic volume, roadway and right-of-way width, as well as others.

The discussion of the routes included:

1. Main Street (NY Route 4)
 - a. Wide and is the most direct route downtown
 - b. Would parking be impacted. Yes, most likely. This would need to be investigated further, but it was noted that on street parking is underutilized north of Village Hall.
 - c. This is a State road
 - d. NYSDOT has ownership and maintenance jurisdiction
2. Martindale Avenue
 - a. Local low volume road
 - b. There is a small parking area next to the Canal that could be used by trail users
 - c. It is a relatively short segment from the FCT crossing out to Main Street
 - d. Very narrow with buildings close to the roadway
 - e. If only providing a connection to Main Street, maybe it is better to just have the direct connection on Main Street rather than creating multiple road segments?
3. Maple Street (NY Route 196)
 - a. Is another State owned roadway
 - b. Higher traffic volume roadway
 - c. Was somewhat recently reconstructed with new sidewalks
 - d. It is a residential roadway with a lot of driveways that would need to be crossed
 - e. Some driveways are short and impacting the driveways would impede many properties from parking
4. Pearl Street
 - a. Local low volume roadway
 - b. Residential setting with a lot of mature trees and vegetation
 - c. Narrow roadway
 - d. Residences and number of driveways becomes more dense as you approach Main Street.
 - e. The Village plans to replace the waterline along Pearl Street in 2025 or 2026

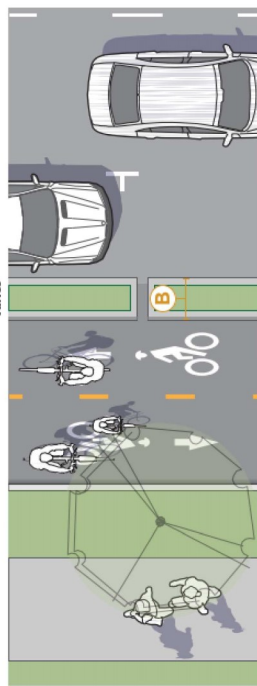
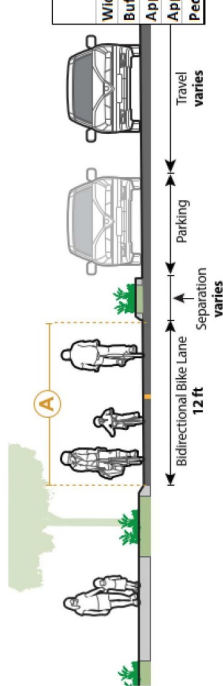
4) Conclusions and next steps:

1. The group was leaning towards Main Street to likely be the most feasible options after reviewing all options and considering the direct route and impacts to adjacent properties.
2. A follow-up meeting with NYSDOT was requested to discuss the Main Street option with them as the owners of the roadway. B&L will coordinate the meeting with NYSDOT.



1) Bi-Directional Cycletrack:

EMPIRE STATE TRAIL - DESIGN GUIDELINES

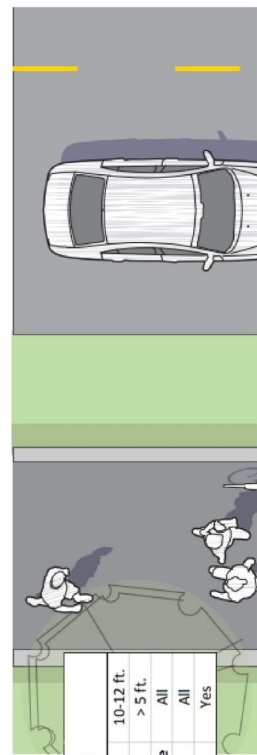
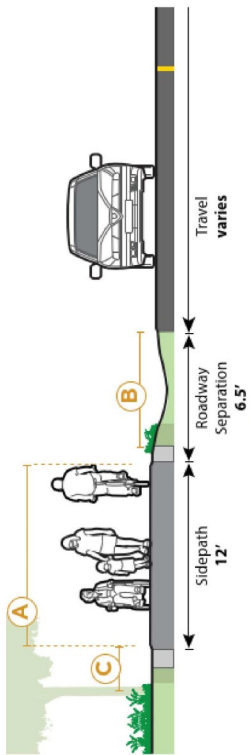


Sidepath

Width (range)	10-12 ft.
Buffer/Separation	> 5 ft.
Applicable veh. Speed range	All
Applicable veh. Volume	All
Ped. Accommodations?	Yes

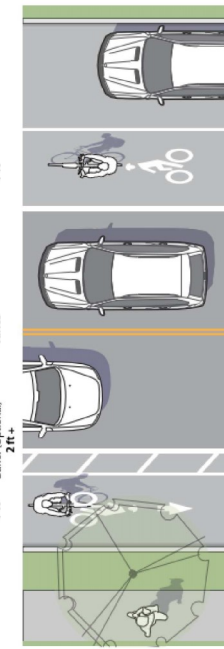
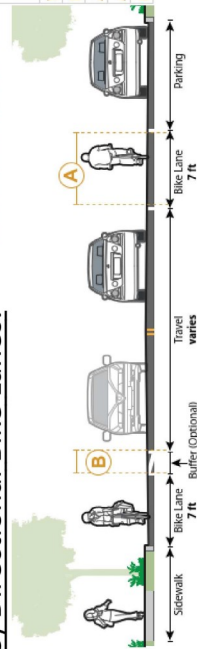
2) Sidepath:

EMPIRE STATE TRAIL - DESIGN GUIDELINES



3) Directional Bike Lanes:

EMPIRE STATE TRAIL - DESIGN GUIDELINES

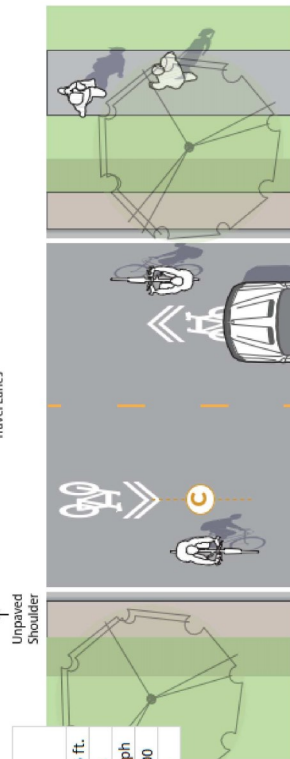
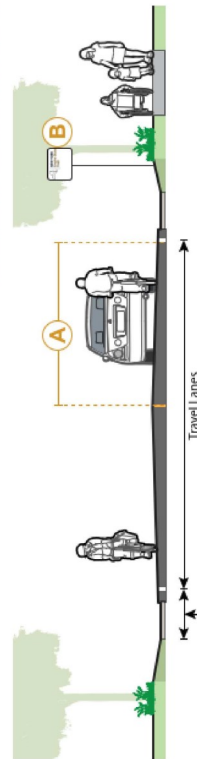


Directional Bike Lane

Width (range)	4-7 ft.
Buffer/Separation	0-2 ft. +
Applicable veh. Speed range	< 30 mph
Applicable veh. Volume	< 6,000
Ped. Accommodations?	No

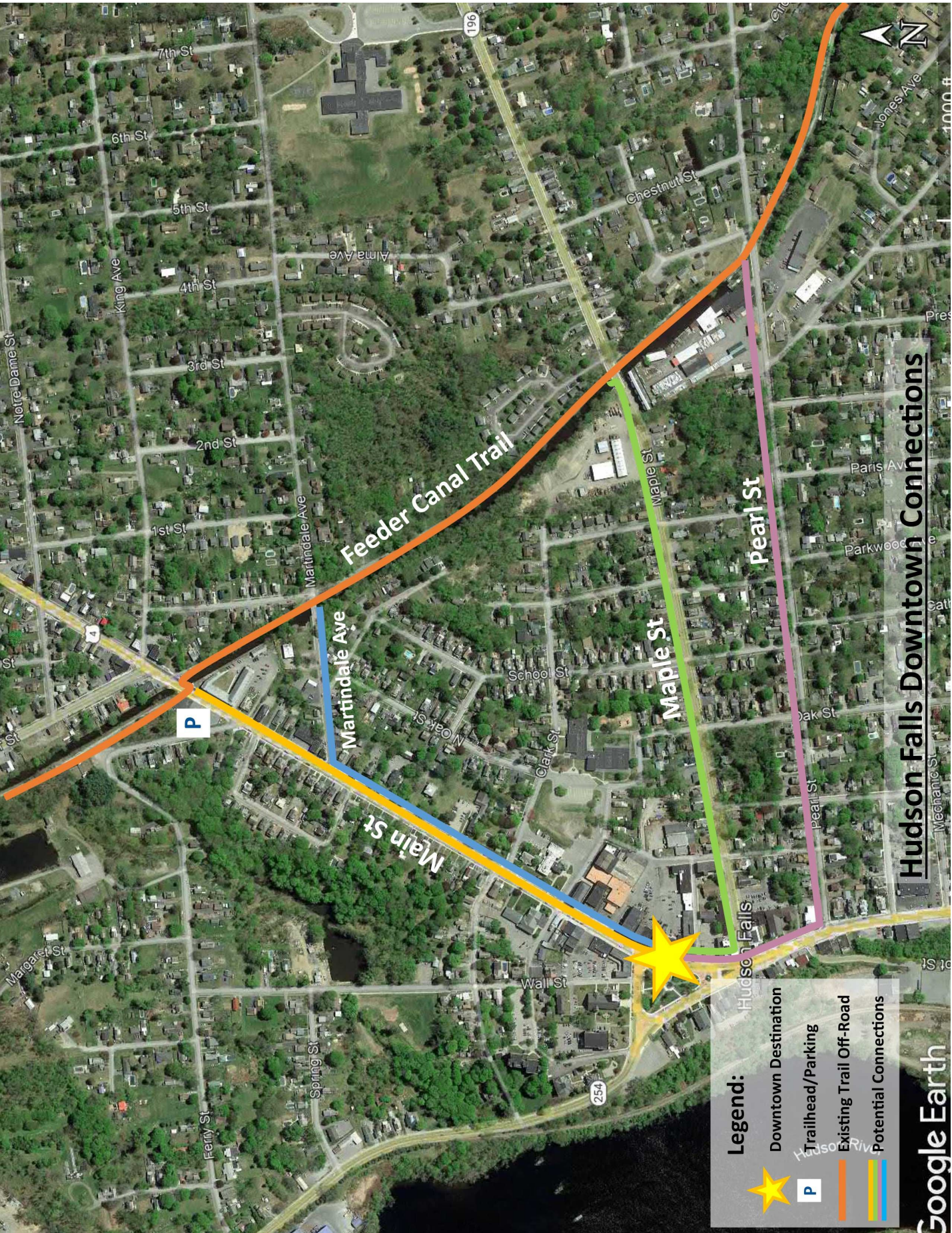
4) Shared Roadway:

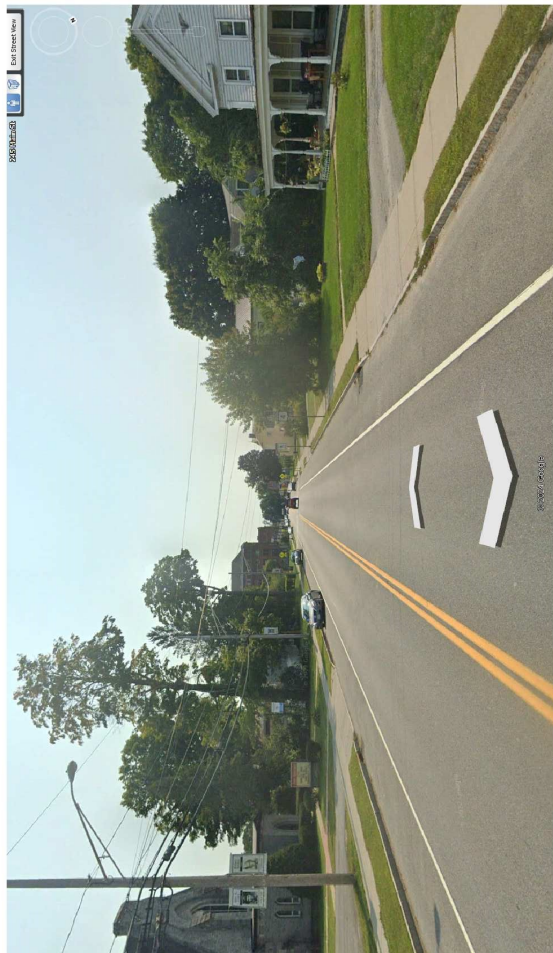
EMPIRE STATE TRAIL - DESIGN GUIDELINES



Shared Roadway

Width (range)	12-13.5 ft.
Buffer/Separation	N/A
Applicable veh. Speed range	< 20 mph
Applicable veh. Volume	< 1,500
Ped. Accommodations?	No





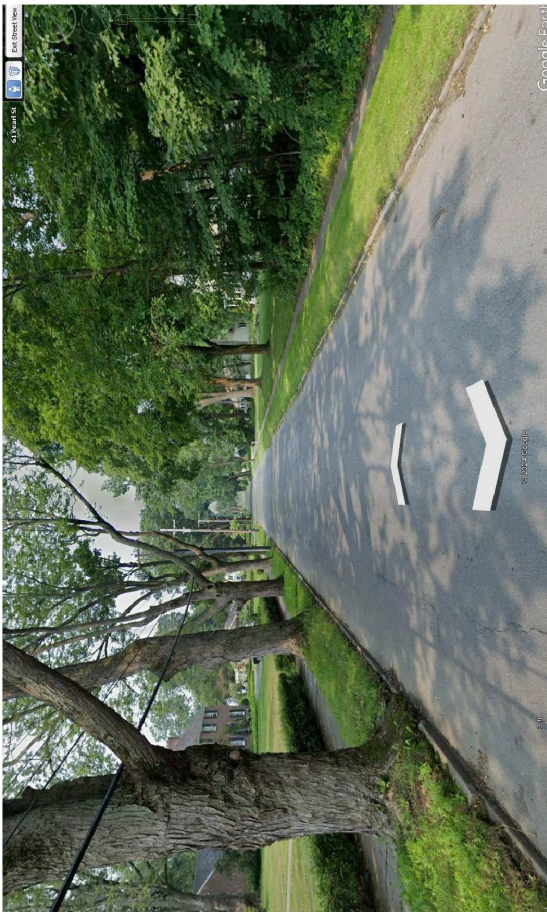
Route 4



Maple St.



Martindale Ave.



Pearl St.



Warren County Modernization and Connectivity Plan for Multi-use Trails Summary for the HF Downtown Connections Meeting #2

December 6, 2024 @ 9 AM

Hudson Falls Village Hall

1) Introductions & Attendees:

Village of Hudson Falls:	Mayor John Barton
	Cassandra Allen
NYSDOT	Greg Wichser
Warren County:	Ethan Gaddy
	David Nelson
Barton & Loguidice, DPC:	Dan Rourke

Warren County and B&L provided a brief summary of the project goals, objectives, and history to date as well as a summary of the first meeting with the Village from October.

The purpose of this meeting is to devise strategies to include in the County's Study that align with the Village's and NYSDOT's vision for a walkable and bikeable community with adequate and appropriate downtown connections. A successful downtown connection will satisfy the largest segment of trail users: the "interested but concerned" group that includes families, occasional recreationists, and visitors unfamiliar with the trail network or area. In designing for them, the trail network will address the needs of a majority of the population while also catering to more experienced users. This will result in meaningful connections to downtown Hudson Falls that boost commercial and civic support from residents and visitors alike.

2) Potential Treatment Options (reviewed from meeting #1):

The bicycle treatment options that are being considered were discussed. These include

1. Bi-directional Cycle Track
2. Sidepath
3. Directional Bike Lanes
4. Shared Roadways.

These are all on-road or within the roadway footprint options to accommodate bicycles if implemented and designed in accordance with the NYSDOT Highway Design Manual, The Empire State Trail Design Guidelines, AASHTO Guide for the Development of Bicycle Facilities, and other applicable publications.

3) Downtown Connection Routes (reviewed from meeting #1):

Four potential routes to connect the FCT to the Downtown area were initially identified by the project team and presented to the Village on an aerial map (attached to these notes). The four routes include:

1. Main Street (NY Route 4)
2. Martindale Avenue to Main Street
3. Maple Street (NY Route 196)
4. Pearl Street

For each potential route, the critical design and decision factors were discussed including the roadway classification, roadway operating speeds, traffic volume, roadway and right-of-way width, as well as others.

The discussion of the routes included:

1. Main Street (NY Route 4)
 - a. Wide and is the most direct route downtown
 - b. Would parking be impacted. Yes, most likely. This would need to be investigated further, but it was noted that on street parking is underutilized north of Village Hall.
 - c. This is a State road
 - d. NYSDOT has ownership and maintenance jurisdiction





Warren County Modernization and Connectivity Plan for Multi-use Trails
Summary for the HF Downtown Connections Meeting #2
December 6, 2024 @ 9 AM
Hudson Falls Village Hall

2. Martindale Avenue
 - a. Local low volume road
 - b. There is a small parking area next to the Canal that could be used by trail users
 - c. It is a relatively short segment from the FCT crossing out to Main Street
 - d. Very narrow with buildings close to the roadway
 - e. If only providing a connection to Main Street, maybe it is better to just have the direct connection on Main Street rather than creating multiple road segments?
3. Maple Street (NY Route 196)
 - a. Is another State owned roadway
 - b. Higher traffic volume roadway
 - c. Was somewhat recently reconstructed with new sidewalks
 - d. It is a residential roadway with a lot of driveways that would need to be crossed
 - e. Some driveways are short and impacting the driveways would impede many properties from parking
4. Pearl Street
 - a. Local low volume roadway
 - b. Residential setting with a lot of mature trees and vegetation
 - c. Narrow roadway
 - d. Residences and number of driveways becomes more dense as you approach Main Street.
 - e. The Village plans to replace the waterline along Pearl Street in 2025 or 2026

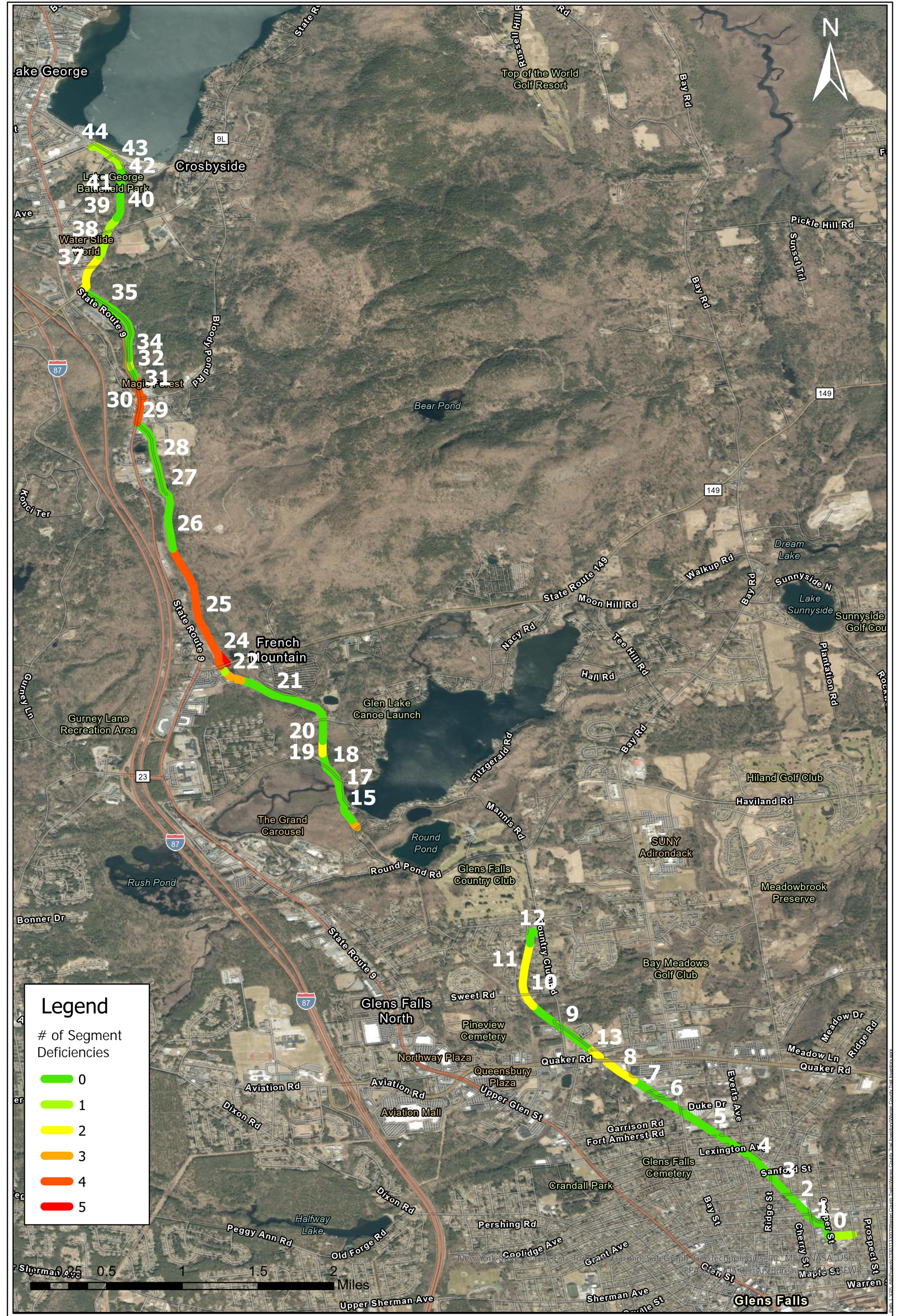
4) Village's Preferred Route – Main Street (NY Route 4):

After reviewing the discussion topics from the first meeting, NYSDOT's input was sought regarding the Village's preferred route on Main Street.

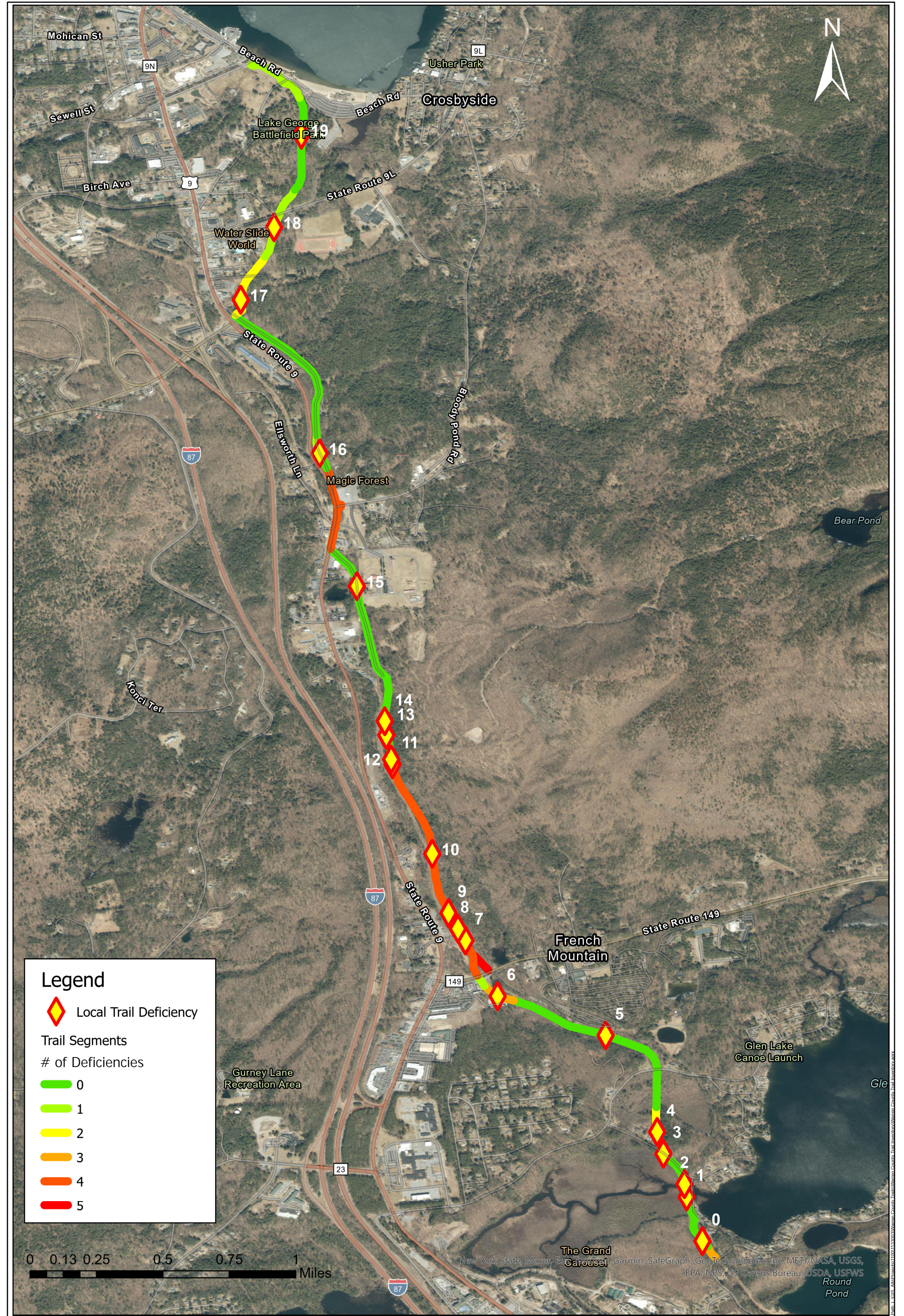
1. Main Street is designated as NY Bike Route 9 although there are no formal bike only facilities or route designations throughout the Village.
2. Main Street has an annual average daily traffic volume of 13,500 vehicles per day
3. 85th percentile speed on the corridor is 38 MPH
4. Existing roadway width is 44 ft. that includes: 9 ft. parking lanes and 13 ft. travel lanes
5. Designated bike lane option could be implemented on the existing roadway footprint if one of the two parking lanes is removed.
6. NYSDOT is in support of the local municipalities making improvements or "making the road their own" on the State Roads that pass through communities.
7. NYSDOT does not have any plans for future projects or bicycle projects on Main Street
8. The Village could be the sponsor of a project to implement bike lanes or a cycle track along Main Street with the support of the NYSDOT. NYSDOT would provide letters of support for any grant pursuits.
9. Anything proposed on a State Road would still be required to meet the NYSDOT standards and approval processes.



Appendix E: Bikeway Inventory of Deficiencies



Trail Segment Deficiencies																			
FID	# of Deficiencies	Segment Length (ft.)	Trail Width	Clear Width	Surface Material	Condition Rating	ADA Compliant Surface	Right Shoulder Width	1:6 Right Side Slope	Right Side	Right Side Slope	Consider Adding Railing Right Side	Left Shoulder Width	1:6 Left Side Slope	Left Side	Left Side Slope	Consider Adding Railing Right Side	Vegetation Condition	Additional Comments
Warren County Bikeway																			
0	1	584	10	16	Asphalt	4	Yes	5	Yes	Fill	1:6 or Flatter	No	1	Yes	Fill	1:6 or Flatter	No	Fully maintained	
1	0	1,087	11	20.5	Asphalt	4	Yes	8	Yes	Fill	1:6 or Flatter	No	7	Yes	Fill	1:6 or Flatter	No	Fully maintained	
2	0	797	10	25	Asphalt	4	Yes	6	Yes	Fill	1:6 or Flatter	No	7	Yes	Fill	1:6 or Flatter	No	Fully maintained	Some cracking from tree roots on North side
3	0	870	10	19	Asphalt	5	Yes	5	Yes	Fill	1:6 or Flatter	No	4	Yes	Fill	1:6 or Flatter	No	needs pruning	
4	0	1,026	10	29	Asphalt	4	Yes	6	Yes	Fill	1:6 or Flatter	No	13	Yes	Fill	1:6 or Flatter	No	needs pruning	
5	0	1,936	10	18	Asphalt	4	Yes	4	Yes	Fill	1:6 or Flatter	No	4	Yes	Fill	1:6 or Flatter	No	Fully maintained	
6	0	818	10	18	Asphalt	5	Yes	4	Yes	Fill	1:6 or Flatter	No	4	Yes	Cut w/ Ditch	1:6 or Flatter	No	Fully maintained	
7	0	717	10	30	Asphalt	5	Yes	10	Yes	Fill	1:6 or Flatter	No	10	Yes	Fill	1:6 or Flatter	No	needs pruning	
8	2	960	10	17.5	Asphalt	5	Yes	4	No	Fill	1:4	No	3.5	No	Cut w/ Ditch	1:4	No	Fully maintained	
9	0	2,095	10	19	Asphalt	5	Yes	4	Yes	Fill	1:6 or Flatter	No	5	Yes	Cut w/ Ditch	1:4	No	Fully maintained	
10	2	894	11	20	Asphalt	5	Yes	4	No	Cut w/ Ditch	1:4	No	5	No	Cut w/ Ditch	1:4	No	Fully maintained	
11	2	1,355	11	20	Asphalt	5	Yes	4	No	Cut w/ Ditch	1:2 or Steeper	No	5	No	Cut w/ Ditch	1:2 or Steeper	No	Fully maintained	
12	0	618	11	19	Asphalt	5	Yes	5	Yes	Fill	1:6 or Flatter	No	3	Yes	Fill	1:6 or Flatter	No	Fully maintained	
13	2	303	10	16	Asphalt	5	Yes	3	No	Cut w/ Ditch	1:4	No	3	No	Cut w/ Ditch	1:4	No	Fully maintained	
14	3	275	10	3	Asphalt	5	Yes	3	No	Fill	1:4	No	3	No	Fill	1:4	No	Fully maintained	
15	0	428	10	14	Asphalt	5	Yes	2	Yes	Cut	1:2 or Steeper	No	2	Yes	Cut	1:2 or Steeper	No	Fully maintained	
16	0	275	10	16	Asphalt	5	Yes	3	Yes	Fill	1:6 or Flatter	No	3	Yes	Fill	1:6 or Flatter	No	Fully maintained	
17	0	1,336	10	16	Asphalt	5	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
18	0	424	10	16	Asphalt	5	Yes	3	Yes	Fill	1:6 or Flatter	No	3	Yes	Fill	1:6 or Flatter	No	Fully maintained	
19	2	437	10	16	Asphalt	5	Yes	3	No	Cut	1:2 or Steeper	No	3	No	Fill	1:2 or Steeper	Yes	Fully maintained	
20	0	715	10	16	Asphalt	5	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
21	0	2,560	10	16	Asphalt	5	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
22	3	533	10	12	Asphalt	4	Yes	1	Yes	Cut	1:2 or Steeper	No	1	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Moss growth on trail
23	1	163	10	14	Asphalt	5	No	2	Yes	Fill	1:2 or Steeper	Yes	2	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Running grade greater than 5%
24	5	339	18	18	Grass	1	No	0	Yes	Fill	1:2 or Steeper	Yes	0	Yes	Fill	1:4	No	Fully maintained	
25	4	4,296	10	18	Asphalt	5	Yes	1.5	No	Fill	1:2 or Steeper	Yes	1.5	No	Fill	1:4	No	Fully maintained	Pavement edge drop off both sides. Steep shoulders
26	0	1,956	11	20	Asphalt	5	Yes	2	Yes	Rock Outcrop	1:6 or Flatter	No	2	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	West side steep drop to stream, possible location for railing
27	0	631	11	25	Asphalt	5	Yes	6	Yes	Fill	1:6 or Flatter	No	8	Yes	Fill	1:6 or Flatter	No	Fully maintained	Chain link fence lined trail section
28	0	1,709	10	20	Asphalt	5	Yes	5	Yes	Fill	1:6 or Flatter	No	5	Yes	Fill	1:6 or Flatter	No	Fully maintained	Chain link fence east side, utilities west side
29	0	278	10	20	Asphalt	5	Yes	3	Yes	Fill	1:6 or Flatter	No	6	Yes	Fill	1:6 or Flatter	No	Fully maintained	Drop off east side
30	4	1,256	9	15	Asphalt	3	Yes	6	Yes	Fill	1:2 or Steeper	No	0				No	Fully maintained	Guiderail to west, steep drop off to east
31	4	428	9	11	Asphalt	5	Yes	1	Yes	Fill	1:4	No	1	Yes	Cut w/ Ditch	1:2 or Steeper	No	Fully maintained	3 rail timber railing 57" high on east side. Steep grade
32	0	376	10	25	Asphalt	5	Yes	4	Yes	Fill	1:2 or Steeper	Yes	2	Yes	Cut w/ Ditch	1:2 or Steeper	No	Fully maintained	
33	1	304	10	16	Asphalt	5	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	No	Fill	1:2 or Steeper	Yes	Fully maintained	
34	0	662	10	18	Asphalt	5	Yes	5	Yes	Fill	1:2 or Steeper	No	3	Yes	Cut	1:2 or Steeper	No	Fully maintained	
35	0	2,200	10	18	Asphalt	5	Yes	4	Yes	Cut	1:2 or Steeper	No	4	Yes	Fill	1:4	No	Fully maintained	
36	2	139	10	20	Asphalt	5	Yes	3	Yes	Fill	1:6 or Flatter	No	0		Cut w/ Ditch	1:2 or Steeper	No	Fully maintained	
37	2	1,136	10	20	Asphalt	5	Yes	4	No	Fill	1:2 or Steeper	Yes	4	No	Fill	1:2 or Steeper	Yes	Fully maintained	
38	1	1,412	10	25	Asphalt	5	Yes	4	Yes	Fill	1:2 or Steeper	Yes	4	No	Cut	1:4	No	Fully maintained	
39	0	426	10	15	Asphalt	5	Yes	2	Yes	Rock Outcrop	1:2 or Steeper	No	2	Yes	Rock Outcrop	1:2 or Steeper	No	Fully maintained	
40	0	483	10	17	Asphalt	5	Yes	4	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Cut	1:4	No	Fully maintained	
41	0	582	10	20	Asphalt	4	Yes	4	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Rock Outcrop	1:2 or Steeper	No	Fully maintained	
42	0	359	10	18	Asphalt	4	Yes	3	Yes	Rock Outcrop	1:2 or Steeper	No	2	Yes	Rock Outcrop	1:2 or Steeper	No	Fully maintained	
43	1	399	10	18	Asphalt	4	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	No	Cut w/ Ditch	1:2 or Steeper	No	Fully maintained	
44	1	616	10	50	Asphalt	5	Yes	10	Yes			No	0	Yes			No	Fully maintained	
45	3	342	4	50	Asphalt	5	Yes	0	Yes	Fill	1:6 or Flatter	No	0	Yes	Fill	1:6 or Flatter	No	Fully maintained	

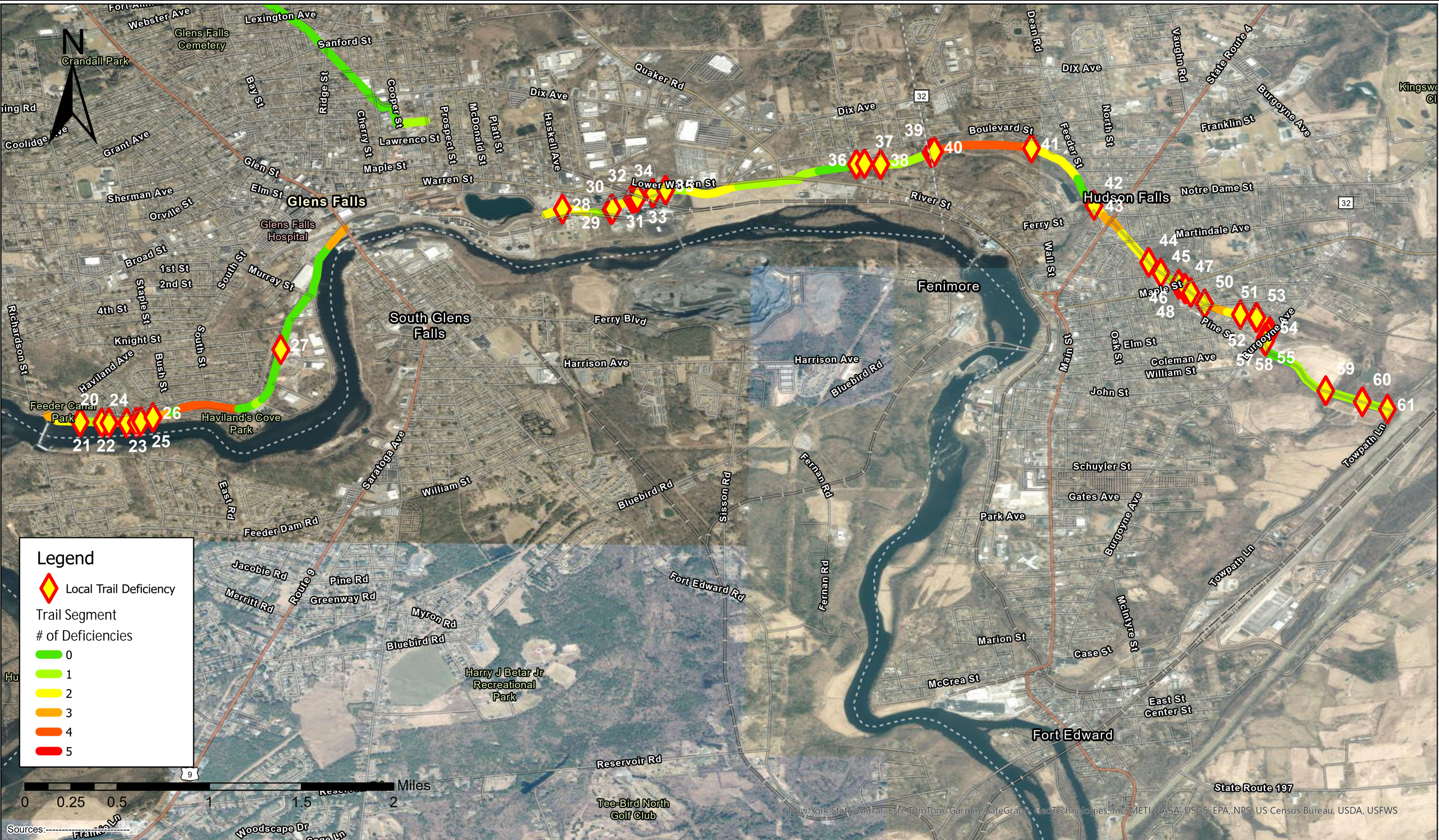


Local Trail Deficiencies			
ID #	Type of Deficiency	ADA Compliant	Notes
Warren County Bikeway			
0	Potholes	Yes	
1	Obstruction		Utility pole in middle of trail, 6.5ft & 5ft width around pole, 4.5ft loose stone shoulder
2	Obstruction		Utility pole in middle of trail, 5ft both sides, 3ft shoulder
3	other	Yes	Narrow
4	Potholes		
5	other	No	Cross slope non-compliant
6	Potholes		
7	other	Yes	Drop off at pavement edge, build up shoulder
8	other	Yes	Drop off on both sides at pavement edge, steep shoulder drop. Build up shoulder
9	Significant Cracks	Yes	Transverse crack from pipe settling
10	Significant Cracks	No	
11	Significant Cracks	Yes	
12	other	Yes	Standing water next to trail between rock outcrops
13	Significant Cracks	Yes	Joint at paving limits
14	other	Yes	6" to 12" drop off at pavement edge
15	Uneven Surface	Yes	Drop off
16	other	Yes	Steep slopes drop off 10 - 15', add railing
17	other	Yes	Steep drop off, add railing
18	other	Yes	Drop off at pavement edge both sides
19	Significant Cracks	Yes	

Appendix F: Feeder Canal Trail Inventory of Deficiencies



Trail Segment Deficiencies																			
FID	# of Deficiencies	Segment Length (ft.)	Trail Width	Clear Width	Surface Material	Condition Rating	ADA Compliant Surface	Right Shoulder Width	1:6 Right Side Slope	Right Side	Right Side Slope	Consider Adding Railing Right Side	Left Shoulder Width	1:6 Left Side Slope	Left Side	Left Side Slope	Consider Adding Railing Right Side	Vegetation Condition	Additional Comments
Feeder Canal Trail																			
46	2	330	9	18	Stone/Gravel	4	Yes	4	Yes	Fill	1:6 or Flatter	No	4	No	Fill	1:2 or Steeper	Yes	Fully maintained	Left side is canal wall
47	1	659	9	15	Stone/Gravel	4	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Left side is canal wallShoulders are growing into trail taking some of width away
48	3	561	12	15	Stone/Gravel	4	Yes	0	No	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Left side is canal wallShoulders are growing into trail taking some of width away
49	1	189	9	15	Stone/Gravel	4	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Left side is canal wallShoulders are growing into trail taking some of width away
50	1	255	9	15	Stone/Gravel	4	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Canal wall ends , begin fill slope left side
51	3	445	12	14	Stone/Gravel	4	Yes	1	Yes	Fill	1:2 or Steeper	Yes	1	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
52	0	210	12	25	Stone/Gravel	4	Yes	3	Yes	Fill	1:4	No	10	Yes	Cut	1:2 or Steeper	No	Fully maintained	Approaching Havikands Cove
53	4	1,223	9	11	Stone/Gravel	4	Yes	1	Yes	Fill	1:2 or Steeper	Yes	1	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
54	0	382	10	18	Stone/Gravel	5	Yes	2	Yes	Fill	1:4	No	4	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Fence along right side
55	1	203	9	20	Stone/Gravel	4	Yes	2	Yes	Fill	1:6 or Flatter	No	6	Yes	Fill	1:2 or Steeper	No	Fully maintained	
56	0	245	10	16	Stone/Gravel	4	Yes	2	Yes	Fill	1:6 or Flatter	No	2	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Begin fencing
57	0	214	10	20	Stone/Gravel	4	Yes	4	Yes	Cut	1:4	No	4	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
58	0	514	10	14	Stone/Gravel	4	Yes	2	Yes	Cut	1:4	No	2	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
59	0	2,484	10	50	Stone/Gravel	5	Yes	15	Yes	Cut	1:4	No	10	Yes	Fill	1:2 or Steeper	No	Fully maintained	
60	0	1,231	10	16	Stone/Gravel	4	Yes	3	Yes	Fill	1:6 or Flatter	No	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
61	3	578	7	12	Stone/Gravel	3	Yes	1	Yes	Fill	1:6 or Flatter	No	5	Yes	Fill	1:2 or Steeper	No	Fully maintained	
62	2	532	7	45	Stone/Gravel	3	Yes	4	Yes	Fill	1:4	No	4	Yes	Fill	1:4	No	Fully maintained	Left (north) side is the canal and canal wall
63	2	500	8	40	Stone/Gravel	4	Yes	4	Yes	Cut	1:4	No	1	Yes	Fill	1:4	No	Fully maintained	Losing trail width due to shoulder vegetation creeping
64	2	103	7	17	Stone/Gravel	4	Yes	4	Yes	Fill	1:4	No	1	Yes	Fill	1:4	No	Fully maintained	Timber railing along south side
65	2	155	5	13	Stone/Gravel	3	Yes	4	Yes	Cut	1:4	No	4	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Left/north side is canal wall close to trail edge.
66	2	366	7	13	Stone/Gravel	4	Yes	3	No	Cut	1:4	No	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
67	2	334	6	14	Stone/Gravel	4	Yes	4	Yes			No	4	No	Fill	1:2 or Steeper	Yes	Fully maintained	Trail is between canal and industrial building
68	3	272	4	13	Stone/Gravel	3	Yes	4	Yes	Fill	1:4	No	5	No	Fill	1:2 or Steeper	No	Fully maintained	Narrow section that could be widened out. Canal to north and railing on south
69	3	265	3	15	Stone/Gravel	3	No	2	Yes	Cut	1:4	No	5	Yes	Fill	1:2 or Steeper	No	Fully maintained	Narrow section, could be widened out
70	1	454	7	30	Stone/Gravel	4	Yes	2	Yes	Fill	1:4	No	3	Yes	Fill	1:4	No	Fully maintained	Trail is narrow, shoulder vegetation is over growing into trail
71	2	1,061	9	20	Stone/Gravel	4	Yes	4	Yes			No	7	No	Fill	1:2 or Steeper	No	Fully maintained	
72	1	1,498	9	25	Stone/Gravel	4	Yes	2	Yes	Fill	1:4	No	4	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
73	1	318	9	25	Stone/Gravel	4	Yes	2	Yes	Fill	1:4	No	3	Yes	Fill	1:4	No	Fully maintained	
74	0	837	10	20	Stone/Gravel	4	Yes	3	Yes	Cut	1:4	No	4	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
75	1	600	9	15	Stone/Gravel	4	Yes	2	Yes	Fill	1:6 or Flatter	No	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
76	1	456	8	25	Stone/Gravel	4	Yes	3	Yes	Fill	1:4	No	5	Yes	Fill	1:2 or Steeper	No	Fully maintained	
77	1	627	6	20	Stone/Gravel	4	Yes	3	Yes	Fill	1:4	No	5	Yes	Fill	1:2 or Steeper	No	Fully maintained	
78	4	1,950	9	18	Stone/Gravel	3	Yes	1	Yes	Fill	1:2 or Steeper	Yes	5	No	Fill	1:2 or Steeper	No	Fully maintained	
79	2	1,454	8	15	Stone/Gravel	3	Yes	2	Yes	Fill	1:2 or Steeper	Yes	2	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
80	0	906	10	14	Stone/Gravel	4	Yes	2	Yes	Fill	1:2 or Steeper	Yes	2	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
81	2	301	9	18	Stone/Gravel	3	Yes	2	Yes	Fill	1:6 or Flatter	No	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	
82	3	522	4	15	Stone/Gravel	2	No	3	Yes	Cut	1:2 or Steeper	No	3	Yes	Fill	1:2 or Steeper	Yes	Fully maintained	Approach to Rt 4
83	3	184	7	20	Stone/Gravel	3	Yes	5	No	Fill	1:2 or Steeper	No	3	Yes	Fill	1:4	No	Fully maintained	
84	2	977	5	15	Stone/Gravel	2	Yes	7	Yes	Fill	1:2 or Steeper	No	7	Yes	Fill	1:6 or Flatter	No	Fully maintained	Approach to Martindale Ave
85	1	192	5	40	Stone/Gravel	4	Yes	3	Yes	Cut	1:6 or Flatter	No	3	Yes	Fill	1:6 or Flatter	No	Fully maintained	Narrow section on approach to road, could be widened out to 10'
86	1	1,002	10	20	Asphalt	4	Yes	5	No	Fill	1:2 or Steeper	No	6	Yes	Fill	1:4	No	Fully maintained	Canal and canal wall on right side
87	1	225	8	14	Stone/Gravel	4	Yes	3	Yes	Fill	1:2 or Steeper	Yes	2	Yes			No	Fully maintained	
88	2	374	9	25	Stone/Gravel	4	Yes	2	Yes	Fill	1:2 or Steeper	Yes	1	Yes	Fill	1:4	No	Fully maintained	
89	0	341	12	50	Stone/Gravel	4	Yes	4	Yes	Cut	1:6 or Flatter	No	4	Yes	Fill	1:6 or Flatter	No	Fully maintained	
90	3	277	8	12	Stone/Gravel	3	Yes	2	Yes	Fill	1:2 or Steeper	Yes	1	Yes			No	Fully maintained	
91	2	288	7	15	Stone/Gravel	3	Yes	3	Yes	Fill	1:2 or Steeper	Yes	4	Yes	Fill	1:6 or Flatter	No	Fully maintained	
92	2	890	9	18	Stone/Gravel	3	Yes	3	Yes	Fill	1:2 or Steeper	Yes	3	Yes	Fill	1:4	No	Fully maintained	
93	3	222	5	15	Stone/Gravel	3	No	6	Yes	Fill	1:2 or Steeper	No	3	Yes	Fill	1:6 or Flatter	No	Fully maintained	
94	1	396	9	25	Stone/Gravel	4	Yes	2	Yes	Fill	1:4	No	5	Yes	Fill	1:6 or Flatter	No	Fully maintained	
95	0	746	12	50	Asphalt	5	Yes	5	Yes	Cut	1:4	No	5	Yes	Fill	1:4	No	Fully maintained	
96	1	2,513	13	20	Asphalt	4	Yes	2	No	Fill	1:2 or Steeper	Yes	2	Yes	Fill	1:4	No	Fully maintained	



Legend

Local Trail Deficiency

Trail Segment

of Deficiencies

0

1

2

3

4

5



Sources:



Warren County Planning Department

Feeder Canal Trail Local Deficiencies

Warren County

March 2025

New York

Figure

Project No. 1133.003

Local Trail Deficiencies			
ID #	Type of Deficiency	ADA Compliant	Notes
Feeder Canal Trail			
20	Potholes, Tree Roots Exposed, Washout, Uneven Surface	No	Overturned tree caused pothole in trail
21	other		Right shoulder is not defined, trail surface material extends to slope. Possible location for railing
22	Uneven Surface	No	Depression in trail, washout
23	Uneven Surface, Washout	No	
24	Washout, Uneven Surface	No	
25	Washout	Yes	Washout both sides. 6' of trail width left
26	other		Potential railing needed
27	Uneven Surface, Washout		
28	other	No	Trail surface course is washed away, mud/clay at surface, trail is narrow due to washout
29	Potholes, Washout		
30	other	No	No trail surface course
31	Significant Cracks, Uneven Surface, Obstruction	No	Concrete pad for building
32	Uneven Surface, other		Drop off next to canal wall
33	Washout, other		Surface course is washed out
34	Washout, Uneven Surface	No	
35	Washout		
36	other		Steep side slope, railing needed
37	Washout, other		Narrow 5' wide section. Surface material is washed away
38	other		Narrow 5' wide section
39	other		Missing bollard
40	other		Steep side slope
41	other		Steep side slope
42	other		Low guy wire, appx 8' over trail
43	other		7' wide section
44	Obstruction, other		Trees and debris over trail to be removed
45	Significant Cracks	No	
46	other		Missing bollard
47	other		No shoulder and steep side slope
48	Potholes		
49	Washout		
50	Uneven Surface, Washout		Drainage crossing trail
51	Washout		
52	other		No shoulder, steep side slope
53	Washout		
54	other		5' wide section
55	other		Missing bollard
56	other	No	Not ADA compliant. Too narrow, too close to guide rail, open steel grate
57	other	No	Shared driveway/parking lot without clear direction
58	Potholes, Uneven Surface	No	
59	other		Shared use with maintenance vehicles but not signed
60	Significant Cracks	Yes	Drainage improvements needed
61	other		Missing bollard

Appendix G: Colonel Williams Monument Spur Trail Assessment



WPM Trails – Col. Williams Spur Trail Assessment
Warren County Planning Project
June 9th, 2025

The Col. Williams Spur Trail assessment project creates a sound starting point to redevelop the Col. Williams Spur Trail into a stable and sustainable trail. The overall project is to create a new sustainable trail based on site derived data, and modern trail knowledge and techniques. The new trail, whether on rerouted sections or refurbished old sections, will accommodate a large user group, provide long term sustainability, and will provide a better user experience through reduced average trail grade and a smoother trail tread surface. The project gathered site specific data will assist in decision making that will move the project from the conceptual stage to a planning stage with viable strategies for trail design and construction.

Information & Data

Information gathered during the onsite trail assessment has been organized into two categories.

The first category is a professional assessment of the site and viable recommendations to create a sustainable trail. The professional recommendations were formed by balancing environmental conditions with site limitations, user realities, and land management concerns. The recommendations will be either for trail reroutes or trail rehabilitation, based on which solution is most logical and keeps construction costs down while creating the most sustainable trail tread surface.

The second category is a descriptive map identifying locations of the various types of trail work recommended.

Professional Trail Assessment

This trail assessment will coincide with the climbing of the Col. Williams Spur Trail starting from the Warren County Scenic Bikeway. These will be broken down into 5 main sections first described by the current trail issues and then with the recommended prescription to fix the described trail issues.

Points 1 and 2 – Trail Entrance from Bike Path:

Trail Issues: This first section of the spur trail has a current average grade of 25% and is approximately 250ft in length. The section goes straight up a steep bank to the section of trail that parallels the power lines with no opportunity for drainages. The trail tread surface is primarily loose gravel with some small cobble mixed into the trail surface. These factors combine to make a difficult hiking experience that is not sustainable long term.

Trail Prescription: The ideal solution for this section is a full reroute. The entrance can stay in the current location to prevent moving signage and the upper section can connect to power lines in current location in order to prevent digging directly underneath the power lines. To cut down the grade to an acceptable amount for a hiking trail, the rerouted section would need to be approximately 750 ft. in length. This reroute is recommended to be sited to the right side of the existing trail where the ground is more suitable for a sustainable trail tread. The rerouted section would need to be bench cut into the side slope and should be at a minimum of 5 ft. in width with grade dips built into the trail to accommodate the anticipated level of traffic and promote proper drainage. It is recommended that this work be done with a machine (mini excavator) to ensure sustainability of the trail tread surface. Volunteers could be used for the cutting and brushing after the reroute has been designed and flagged by a professional.



Photo for point 1 on map (start of trail). Location of first reroute.

Points 3, 4 and 5 – Steep section of trail after powerlines:

Trail Issues: This second section of trail starts off with a double plank stream crossing that is currently not suited for long term use. After this stream crossing the trail continues up a steep incline with an average grade of 25% for approximately 115ft. The current trail tread is primarily packed dirt with small cobble and does not allow for drainage. These factors combine to make a difficult hiking experience that is not sustainable for long term use.

Trail Prescription: The ideal solution for this section of trail is to first replace the existing plank crossing with a 10ft. section of pressure treated boardwalk at least 3 ft. in width to accommodate the level of use. The entire steep section of trail needs to be rerouted. This reroute again is recommended to be done to the right of the existing trail (looking uphill) The reroute would need to be approximately 500 ft in length in order to cut down the grade to an acceptable level. The reroute would need to be accomplished using a machine (mini excavator) and would be bench cut into the slope with proper drainages included using grade reversals. This rerouted section of trail could also be cut and brushed using volunteers after the reroute has been designed and flagged by a professional.



Photo for point 3 on map



Photo for point 4 on map (start of reroute).

Between Points 5 and 6 – Old roadway/bench cut:

Trail Issues: This third section of the spur trail continues up an old roadway with an average grade of 20% and is approximately 155ft. in length. Despite trail tread surface being reasonably sound there are currently no drainages or breaks in the grade in order to slow down the flow of water and reduce the erosion of the trail tread surface. The current trail tread surface is packed dirt with large roots that introduce tripping hazards.

Trail Prescription: Trail tread can continue to use old road. Drainage is required and will be introduced by digging away at left side of bank (looking up the section from the bottom). It is also recommended that slight grade dips be installed using a mini excavator. Water bars would also be adequate but would impact use of trail by bikers. These grade dips or water bars should be at a frequency of approximately every 50-75ft. depending on where installation is most logical. It is also recommended that trail tread be surfaced using shoulder stone to help reduce impact on steep slope by hikers and bikers.



Photo of point 5 on map.

Points 6 and 7 – Steep Corner above monument & Upper surfaced section to parking lot:

Trail Issues: Starting at the monument the trail continues up a steep corner that is approximately 150ft. in length. While trail tread can remain where it is, this section is very rooty and is especially hazardous during wet conditions. Above this corner is a cut-off trail caused by user avoidance that if allowed to continue, will further promote trail braiding and erosion of the trail tread surface. Above this continuing to the parking lot is a stretch of surfaced trail that is approximately 150ft. in length. This section of trail has no grade dips to help with drainage causing further erosion due to water and use.

Trail Prescription: Starting from the corner above the monument this section needs work with a machine to reduce the tripping hazards and add drainage off to the right side of the corner (looking up the hill). It is also recommended that this section be surfaced with shoulder stone to create a sustainable and friendly trail tread surface. The cut-off trail that is developing should be blocked off using a section of rail fence. Surfacing the trail in this location would also help dissuade trail users from cutting off the corner. The upper section of trail to the parking lot should have more material added to introduce crowning to the tread surface and to help create grade dips to allow the water to escape the tread surface and reduce issues caused by erosion.

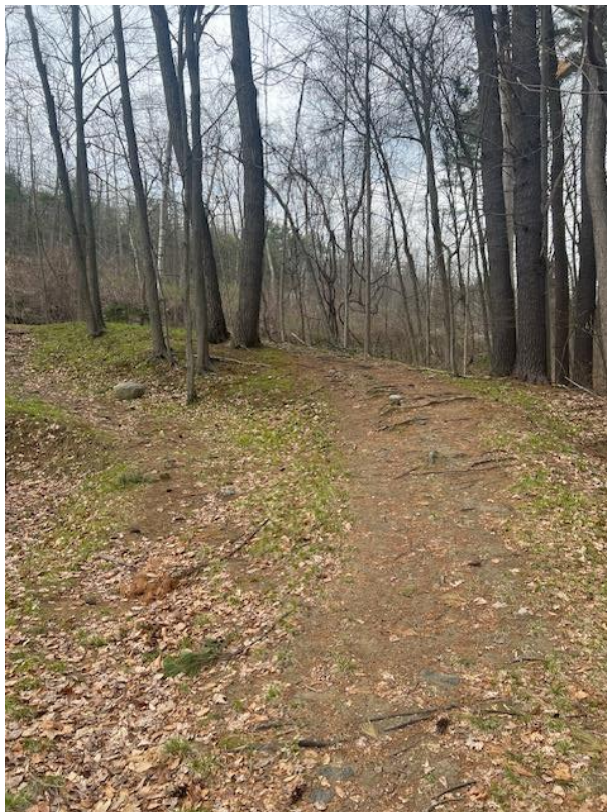


Photo of point 6.



Photo of point 7

