



Adirondack / Glens Falls Transportation Council

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MINUTES OF MEETING OF THE A/GFTC TAC August 15, 2011

Attendees

Agency

Members and Participants

Brian Abare	Village of South Glens Falls DPW
Frank Bonafide	NYS DOT
Lorenzo DiStefano	NYS DOT
Edward Doughney	Warren County DPW
Mike Fiorillo	Village of Hudson Falls DPW
Kevin Hajos	Warren County DPW
Jim Lindsay	Town Kingsbury
Wayne LaMothe	Warren County Planning
Heidi Romines	NYS DOT
Scott Sopczyk	GGFT
Steve Sweeney	NYS Canal Corp.
Jeff Tennyson	Warren County DPW
Scott Tracy	Washington County DPW
Michael Valentine	Saratoga County Planning
Karen Williams	NYS DOT
Dick Wilson	Washington County DPW

Staff

Aaron Frankenfeld	A/GFTC
Kate Mance	A/GFTC

Minutes of the Meeting

- 1. Welcome & Introductions** – Aaron called the meeting to order at 9:30 and explained that this meeting would be followed by detailed discussion of the status of TIP projects with project sponsors. The purpose will be to have the sponsors re-affirm the program and project priorities. The TIP will then be updated accordingly. This is in place of a full TIP amendment, which has been delayed one year by NYSDOT.
- 2. Visitor Issues** – There were no visitor issues.
- 3. Administrative Items**
 - A. Host Agency Agreement:** Aaron noted that the draft Host Agency Agreement discussed at the last TAC meeting was approved by the DOT Main Office and will be sent to the Regional Planning Board.
 - B. Unified Planning Work Program Amendment.** As a result of a federal bill that was signed in April, there was a reduction in the size of the FTA grant for A/GFTC in the amount of approximately \$59,000. A/GFTC has been asked to complete a UPWP amendment to account for this change. As the amount of funding is quite minor, Aaron would like to request approval that the public comment process be waived.

MOVED BY: *Scott Sopczyk* **SECONDED BY:** *Michael Valentine* **MOTION CARRIED**

Aaron also noted that there is a \$15,000 increase in FHWA funds. This funding can be programmed next year, negating the need for a UPWP amendment.

4. Annual Work Program

A. Ongoing Activities

1. Glens Falls residential traffic calming study: Aaron gave an update on the status of the study, explaining that the traffic counts are complete. Temporary striping had been applied earlier in the summer, and the speed wagon had been deployed as well. Data was collected for the control condition, the striped condition, and the striping plus speed wagon. Counts were also collected on two parallel streets to determine if behavior on these streets was altered. A survey was distributed to the residents. Early feedback has been mixed, and some negative comments have been made to City Hall (although not to A/GFTC directly). Once the results of the traffic counts have been analyzed, further findings will be made to the TAC, probably within the next few months.
2. Warren County Bicycling Master Plan: Kate Mance updated the committee, stating that over the last few months a work plan and methodology were identified to narrow the scope of the project into a feasible product. In addition, Kate field-verified the shoulder widths and speed limits of the potential bike routes identified by the Warren County Safe & Quality Bicycling Organization to determine whether the shoulders would be adequate to support designated bicycle use. The majority of the roadways do not provide adequate bicycling space in their current condition. The next step will be to assist the WCS&QBO to set feasible priorities, and also to add in any local priorities as identified by municipalities in planning documents. The goal will be to create an action plan, which can be used by the WCS&QBO in working with local municipalities to improve bike conditions. Kate also asked for feedback from the TAC on the desire for WCS&QBO to "rate" specific routes as part of this plan (i.e. which routes are suitable for experienced cyclists vs. children or casual cyclists). Kate stated that her understanding is that this sort of designation is outside the purview of the A/GFTC for this plan. However, the WCS&QBO could use the GIS layers created as part of this plan and issue their own map as a separate project, perhaps through Warren County's GIS department. Aaron noted that the bike group had identified the Herkimer-Oneida County Bike Atlas as an example of the type of product that they would eventually like to produce, but that this is not the type of project that A/GFTC had anticipated including in the UPWP. Jeff Tennyson noted that he had also been helping the bike organization, and that managing their expectations was a large part of their discussions. He stated that the county's priorities are on the drivable portions of the roadways themselves, and stand-alone shoulder projects are not currently feasible. Finding off-road solutions will be an important component, as will add-ons from other funding sources like the Make the Connection program. Frank Bonafide also stated that Enhancement funding or similar sources will become more important moving forward, and that doing as much of the preparation as possible prior to seeking funding will help. For example, a sponsor could obtain design approval for a trail, at their own cost, which

would greatly increase the chance of obtaining Enhancement funds by ensuring that many of the right-of-way and acquisition questions are answered up front.

3. GIS Services contract: Aaron noted that Fountains Spatial had been mobilized to revise the transit ridership software to account for route changes. Given that the Trolley routes only run until Labor Day, it is likely that this portion of the data collection will have to be collected manually if the application is not updated in time.
4. Analysis of 2010 Census data: Kate reviewed a preliminary analysis of the Census 2010 data. The goal of the analysis is to determine what trends are occurring in the region, so that appropriate transportation priorities can be set in future planning efforts. As the data is being released on a piecemeal basis, the analysis will be prepared as the new information is released. Population, age, and travel time to work summaries have been prepared to date. Each analysis is composed of a one-page summary with appropriate mapping and/or charts as appropriate. In terms of population, there was a trend reversal, in which the communities which had grown from 1990-2000 had lost population from 2000-2010, and vice versa. As such, most of the villages had increased growth. Kate also noted that no studies of national trends which mirror the local condition in terms of population had yet been identified. With regards to age, several communities were identified which had proportionally higher numbers of 20-30 year old residents, and also had a lower mean age than the rest of the region. These communities include many of the villages which also grew in population. Finally, in terms of travel-to-work, areas closest to Glens Falls had the shortest travel time to work. Certain areas which also have significant local employment centers, such as Granville and Whitehall, also have correspondingly shorter travel times. Jim Lindsay noted that some of the data as presented may be as a result of Census methodology shifting from 2000 to 2010, especially in Kingsbury. The local, anecdotal perspective is that coverage of the area for the 2000 census was not complete, resulting in under-counting. However, the 2010 methodology was improved and local outreach was better, so the more recent numbers may be more accurate. Wayne LaMothe also asked whether there would be any new urbanized areas in NYS. Kate responded that she had not researched this topic as it was outside the MPO boundary. Aaron also noted that the local urbanized area boundary criteria had yet to be finalized.
5. iPoolNorth update: Aaron noted that the iPoolNorth ridesharing software is being updated, both for A/GFTC and for CDTC, as the two systems are linked. This update was instigated by the software designers, not the MPOs, and the update will not result in an increased cost in the software contract. CDTC is working with the vendor to implement the changes as they have a larger pool of people enrolled in the system and have more complex user needs than A/GFTC. Once the modifications are made, the updated software platform will be activated, probably within the next month or two. This will also result in needing to re-enroll all participants in the ridesharing program, as that information cannot be imported to the new program.
6. WWIDA Shovel Ready Certification: Aaron reported that A/GFTC is still waiting for data to be generated from the Hicks Road reconstruction project.

GPI had indicated that turning movement counts would be collected as part of that project, which would be a valuable inclusion in the Shovel Ready project. IDA has been contacted for additional background information for the project as well.

7. Queensbury commercial / industrial access road: Aaron reported that of the twelve consultants that responded to the RFP, four were interviewed. Creighton Manning Engineering was selected to complete the study. A kick-off meeting will be held on Monday, August 22, at 1:00. Jeff Tennyson recommended holding the meeting in the conference room at the airport, to facilitate a walk-through. Aaron noted that the feasibility analysis will take about six months to complete, and will focus on what potential value a connector roadway will have with regards to traffic operations and economic development.

5. Transit

- A. GGFT Update: Scott Sopczyk noted that July was the busiest month in GGFT's history. Most of this is attributable to use of the trolleys. This is partly because of high gas prices and also due to international and summer workers traveling between Glens Falls and Lake George. The weather also affected usage. Year-round routes remained essentially flat. Route changes went into effect July 18. This resulted in a similar amount of service re-allocated within the transit area. For example, service to Bay Road/ACC increased, while lesser-used routes decreased in frequency. Regarding capital projects, the lift in the GGFT garage has been replaced. The Ridge Street terminal has been rehabbed, and the pavement/re-striping portion of the project will be completed next week. The striping design was made possible through the engineering assistance of A/GFTC, and is intended to prevent cars from parking in the bus drop-off area. GGFT has been coordinating with the Sheriff's Department to get space on the radio tower for a new repeater, which will address radio coverage. Federal funding is stable through 2012, although State funding is still in question. Mike Valentine asked what the effect of construction to Exit 18 has been on transit. Scott responded that the direction of the route was reversed to go out on Luzerne Road and return on Corinth Road and signs were installed. This has been working well.

6. TIP

- A. Amendments and Modifications:
 1. Discussion of Beach Road amendment: Aaron noted that a ballot had been faxed to the TAC for a \$1.2 million increase, along with a letter from the DPW explaining why the increase was necessary. The ballot was approved for 30-day public review, which is underway. The comment period will expire at the beginning of September, which will allow for the Policy Committee to review in time to make the amendment within the current federal fiscal year. Wayne asked whether the amendment would affect other TIP projects. Aaron responded that NYSDOT R1 staff, working with CDTC, was able to find the requisite offsetting funds within CDTC's program. This will allow us to process the amendment without a reduction within the A/GFTC program. Frank Bonafide noted that any increase will have an effect eventually. Since the MPOs in the region were not over-programmed, especially A/GFTC,

the TAC is not looking at massive cuts in the next few years. Overruns and unexpected contingencies will also use up much of the leeway in the under-programmed TIP. Aaron noted that this under-programming was deliberate and takes into account the need for unexpected offsets. Mike Valentine asked about the process when an offset is required, but cannot be obtained from the sponsor. Frank replied that funds within the region may be shifted, or funding for state projects might be used. Frank also asked whether the current Beach Road estimate was accurate and sufficient. The representatives present from Warren County DPW indicated that it was.

- B. Projects: Since the normal discussion of project status will be superceded by the more detailed discussion between project sponsors and DOT, to happen later today, Aaron opened the floor to the committee to pose any questions regarding projects. He began by giving an update regarding the Route 9 Safety Project in South Glens Falls. NYSDOT, local officials, A/GFTC and Saratoga County Planning representatives met last week to discuss the DOT's draft design concepts for the corridor. This concept includes a continuous two-way left turn lane between Feeder Dam Road in the south and River Street in the north. Aaron noted that this concept is likely to have significant impacts to on-street parking. Mayor Donohue has requested a site walkthrough with DOT, and coordination for this is ongoing. In terms of the Exit 18 project, Kevin Hajos reported that the project is 85-90% complete. The top course of asphalt will be installed in the next few days, with topsoil and incidentals to follow. There is an October 1 anticipated finish date. Scott noted that the placement of the transit signage along the roadway is also sufficient. Wayne asked about the status of the other City projects in the vicinity. Aaron noted that Glens Falls does have two capital projects, Broad Street and Hudson Avenue, that the it is still pursuing. The City has indicated to A/GFTC that their main priority is to hold the Broad Street reconstruction project to the current schedule.
 - C. Reprogramming instructions for FFY 2012-2014: Directly after this meeting, Warren County representatives will remain behind to discuss individual projects, and that meeting will reconvene at 1 p.m. with the Washington County project sponsors.
- 7. Adjourn:** Frank Bonafide made a motion, seconded by Mike Valentine, to adjourn at 10:45. The meeting was adjourned.