



Adirondack / Glens Falls Transportation Council

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Meeting Minutes of the A/GFTC Technical Advisory Committee
October 16, 2013

Attendees	Agency
Stu Baker	Town of Queensbury Community Development
Ed Bartholomew	Warren County EDC
Michael Breault	Washington County DPW
Rob Cherry	NYS DOT Region 1
Tracy Conlon	Trustee, Village of Fort Edward
Christina Doughney	CHA
Karen Hulihan	NYS DOT Region 1
Preston Jenkins	Supervisor, Town of Moreau
Wayne LaMothe	Warren County Planning
Keith Osborne	Town of Lake George
Chris Round	Chazen Companies
Dan Rourke	Barton and Loguidice
Ron Shaffer	NYS DOT R1
Scott Sopczyk	Greater Glens Falls Transit
John Strough	Deputy Supervisor, Town of Queensbury
Jeff Tennyson	Warren County DPW
Scott Tracy	Washington County DPW
Mike Valentine	Saratoga County Planning

A/GFTC Staff:

Aaron Frankenfeld

Kate Mance

1. Welcome and Introductions: Aaron opened the meeting at 1:32.
2. Visitors Issues: No visitors issues were presented.
3. NYS 9N Bicycle and Pedestrian Issues - Letter from Bolton - Lake George: Aaron introduced the letter from the Towns of Bolton and Lake George that had been previously circulated to committee members. Keith Osborne spoke on behalf of the Town of Lake George, affirming concerns with bicycle and pedestrian safety issues along NYS Route 9N between Lake George Village and Bolton Landing. Rob Cherry discussed the crash data from the corridor, noting the sections of the roadway did feature crash rates that were slightly higher than statewide expected rates, but not enough so that safety analysis would typically be initiated. Wayne LaMothe and Aaron conveyed prior conversations with Bolton Town Supervisor Conover stating a desire to investigate targeted bicycle and pedestrian space improvements along the corridor where possible in the short-term, noting that corridor-wide width extensions were more likely in the long-term. Noting the emphasis on bicycle and pedestrian safety, Rob agreed to request to have the matter investigated further by NYSDOT and engage in additional discussions with the Towns upon receipt of the findings of that investigation.
4. Exit 20 Corridor - Letter from T. of Queensbury - Aaron introduced the letter from the Town of Queensbury, also previously circulated to committee members. John Strough expanded

upon the introduction, noting the Town's position that new development concepts (150,000 square feet of potential development since plan was written) and persistent traffic issues combined to warrant a fresh look at the previous plan and consideration of new alternatives. Mike Valentine noted that the original plan was only four years old. Aaron added that the sum of the new development concepts had been included within the forecasts contained in the plan, and questioned whether there was an alternative that could garner the kind of consensus support that would be necessary to implement improvements. Ed Bartholomew highlighted the concern for emergency vehicle access during peak traffic periods, and added that one of the developers was looking to change his business model by attempting to attract a different kind of retailer. Wayne LaMothe noted that improvements on privately-held land would be essential. Discussion ensued regarding traffic impact fees, which are currently not assessed in Queensbury. Wayne LaMothe suggested that the Town clearly identify specifically what has changed since the 2009 study. Scott Sopczyk noted that the 2009 study was itself a follow-up to a previous study, and that nothing would change until developers got on board. Preston Jenkins stated a need for stronger access management as implemented by planning boards. Aaron stated that if the goal is to review and assess the surface transportation utility of potential privately implemented improvements then that would be a worthwhile endeavor, but there is simply no programming capacity available for congestion related improvements for State-owned highways. Procedural requirements for amending the UPWP were discussed, as was the potential applicability of A/GFTC's Local Transportation Planning and Engineering Program. It was agreed that Town would look to set up a meeting with the development interests in an attempt to reach consensus on a way to move forward. Aaron would participate and report back to the committee. If attitudes have indeed changed with regard to potential improvements, that could prove to be beneficial.

5. UPWP

A. Completed / Ongoing Activities

1) On-call assistance projects

- a. Fire Road Pedestrian Improvements - Kate reported on the status of the project. Of the three alternatives that have emerged throughout the course of the study, the preferred alternative consists of a shared use path along Jerome Avenue and Fire Road, a raised crosswalk between Crandall Park and the YMCA, and new sidewalk connection on the south side of Fire Road to Glen Street. The estimated cost to implement that alternative is \$470,000. The final report, currently being drafted by CME, would include implementation and funding source options.
- b. Bay / Sanford Crash Analysis - Aaron reported that CHA has completed a draft analysis that is currently being reviewed by the Glens Falls Board of Public Safety, with comments requested by the end of October. The intersection was found to have a crash rate that is over double the statewide expected rate, with rear-end and angle accidents the most common. The visibility of the traffic signal is thought to be an issue. Recommendations include trimming and removing vegetation on two of the approaches, corrected the pedestrian signals, lowering the position of the signal heads, installing reflective backplates behind the signals, and, longer term, consider access changes to Hunter Street immediately to the south of the intersection.
- c. Request for new project - Crandall / Sherman intersection - Aaron - GFPD has requested an intersection analysis of Sherman Avenue and Crandall Street to review crash patterns and signal operations. The City's Board of Public Safety has been approached by intersection neighbors concerned about crashes and circulation. We have solicited letters of interest from our four participating consulting and received a response from all four, with

costs ranging from \$3,650 to \$7,000. Consultant selection will take place before the end of this week.

- 2) Exit 17 Land Use Study - Aaron reported on the project. Since the last meeting, CME and Behan Planning have met with Town officials to review developable property and previous proposals that could impact traffic operations. That data was analyzed and results were presented to the Study Committee during the August 26 meeting. We had hoped to have something to report from the October meeting, but that has been rescheduled for 10-21. Preliminary improvement concepts will be presented then.
- 3) Regional Bicycle and Pedestrian Plan update - Kate - A considerable amount of data collection had been completed during the summer by A/GFTC's Planning Assistant. We took the extensive amount of data collected this summer and have done the GIS analysis for shoulder width, using the same methodology as the Warren County plan. We also received some input from stakeholders in Washington County and the Town of Moreau concerning the priorities of cyclists, which were mapped. We are exploring the potential to use GIS to analyze where pedestrian improvements are needed. Syracuse recently presented some success with a model they created, based on factors like proximity to pedestrian generators and population density.

6. Long Range Plan update -

- A. Comments on draft - Kate summarized the results of the public outreach activities, including a public meeting and a staffed display at the Washington County Fair, and the associated technical revisions that had been made to the draft LRP since the last meeting as a result of that outreach as well as committee member review. Aaron noted that no committee action is requested at this time - the draft has already been approved and approval of the final will be considered by the Policy Committee at its November meeting.

7. Transit

- A. GGFT Update - Scott Sopczyk reported that the FTA triennial review of GGFT had been recently completed, and that ongoing construction projects on Route 4 in Hudson Falls, Route 9 in South Glens Falls, and Hicks Road in Queensbury had posed some operational obstacles.

8. Transportation Improvement Program

- A. Amendments and Modifications - Aaron summarized recent TIP changes to the TIP, including necessary modifications to several Make the Connection Program projects and the additional of the CP Rail project in Fort Edward that had been approved at the last meeting. A new amendment request from the Town of Lake George was presented. The Town has been awarded funding from the NYS Strategic Transportation Enhancement Program (STEP) to advance design of the proposed Lake George Gateway Project on Route 9 between Exit 21 and the Village of Lake George. The project was selected from a regional prioritized list; as such, there is no local competition for these funds as no other project is currently eligible. A total of \$900,000 in matched federal funds is requested for preliminary and detailed design. A motion was made to approve the request.

Moved by: Wayne LaMothe Second: Jeff Tennyson Motion Carried

In response to a question from Wayne LaMothe, Rob Cherry emphasized that the selection was for design only. While a future construction award is anticipated under the same program, that is not guaranteed. The Town is advised to complete the design process in a

timely manner in order to maximize the potential for construction funds to ultimately be awarded.

B. Project Updates

- Karen Hulihan circulated a project tracking spreadsheet for local project delivery performance.
 - Jeff Tennyson reported on several Warren County projects. Completion is anticipated on Crane Mountain Road bridge by next month. Hicks Road is on schedule for a Spring 2014 completion. Blair Road and Valley Road are progressing. The county is working in house to resolve ROW issues with Palisades Road over Brant Lake inlet. The scope of the Make the Connection project on West Mountain Road has been extended northward. The use of the MTC funds is one of the only ways that the County can look to implement specific improvements for bicyclists when it is having a very difficult time keeping pace with deteriorating pavement conditions. Aaron added that we would be meeting with the Warren County Safe and Quality Bicycling Organization to reiterate that the shift to a maintenance-oriented program did not necessarily constitute a positive opportunity to implement bicycling improvements.
 - Scott Tracy reported on Washington County projects. CR 12 over the Mettawee River is on schedule to open on October 25. CR 61 should be completed in the spring. The County was working through some utility location discrepancies related to the CR 16 project. Closeout paperwork was being completed for Dewey's Bridge. County 12 and Hatch Hill Road will be the first project in Spring 2014.
 - Reacting to the DOT spreadsheet (noted above) Tracy Conlon asked about the status of the Mullen Park MTC project. Karen agreed to look into it and respond.
 - Ed Bartholomew reported that the Common Council has authorized moving forward with the Broad Street project. Aaron noted that bids for the project were above the engineer's estimates and that additional program adjustments may be required in the future as a result.
 - Stu Baker reported that ROW acquisition was moving forward for the Aviation Road project.
 - No project specific updates were provided by NYSDOT. Rob Cherry noted the staffing realignments that have been necessitated by dwindling staff resources.
 - Frank Bonafide reported on NYSDOT projects. Work on U.S> Route 4 continues. the 197 bridge over the Hudson River is scheduled for an 8/15 letting. Route 28N over the Hudson is due to be let in October. The Route 4/149 intersection project will be out for bid in October; ROW has been successfully acquired. Removal in advance of replacement of the Route 4 bridge over the Champlain Canal in Whitehall is scheduled for December. Frank also reported that Region 1 performed well in project delivery as compared to other DOT regions, but noted that delivery of the Make the Connection program projects could be improved.
- C. Preservation program solicitation - (Aaron) At the last meeting, it was decided that a subcommittee of this group would be conducting the selection process. Application and selection criteria have been drafted and circulated to that group with no comments received. Unless there is additional discussion today, we will finalize the materials and get them out next week, with an eye on selected projects before year's end. Karen asked if we were soliciting for construction, design, or both for the first year of the program. Aaron noted that there was discrepancy in PINs between the A/GFTC and CDTC TIPs that R1 was familiar with and that he would look in to resolving that before conducting the solicitation.
- D. Make the Connection solicitation (Aaron) - A program solicitation for MTC was pending. Project delivery has been an issue with this program. We are looking for suggestions to

improve deliverability. Citing the success noted with regard to the West Mountain Road project, Jeff Tennyson noted that opportunities to build new connections, even short ones, were limited and that we should consider focusing on enhancing existing projects. Staff agreed with this suggestion.

- E. TEP (Aaron) - two of the 20 projects received by Region 1 were from this area (Lake George and Warrensburg). Staff would be participating in the regional prioritization process. A meeting will be held to review and prioritize all 20 projects on 10/22 at CDTC. Mike Valentine asked about next steps; the response was that a single prioritized list would emerge from that meeting and be transmitted to the Main Office by the end of the month.

9. Other Items - none

- 10. Schedule next meeting** - The next meeting will be December 18. The next Policy Committee meeting is scheduled for November 20.

The meeting was adjourned at 3:22.