



Adirondack/Glens Falls Transportation Council
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A/GFTC Planning Committee Minutes
 Wednesday, October 9, 2019
 Warren County Municipal Center, Queensbury

Attendees (voting members or proxy in bold)	Representing
Pat Barnes	Regional Director, NYSDOT Region 1
Don Fletcher	Barton and Loguidice
Pam Fuller	Mayor, Village of Greenwich
Harry Gutheil, Jr.	Village of South Glens Falls
Bob Henke	Chairman, Washington County Board of Supervisors
Todd Kusnierz	Town of Moreau
Wayne LaMothe	Warren County Planning Department
Laura Oswald	Washington County Economic Development
Bob Rice	RPPM, NYSDOT Region 1
Scott Sopczyk	Greater Glens Falls Transit
John Strough (Chairman)	Supervisor, Town of Queensbury
Frank Thomas	Supervisor, Town of Stony Creek
Kyle Vandewater	Trustee, Village of Greenwich
Staff	
Aaron Frankenfeld	A/GFTC
Jack Mance	A/GFTC

1. Welcome and Introductions - A/GFTC Chairman John Strough called the meeting to order at 10:03. Participants introduced themselves.
2. Visitors' Issues – no visitors present.
3. Village of Greenwich Main Street Streetscape Plan
 - A. Plan Summary - (Jack) – Project was commenced in Summer of 2018. The goals were to formalize and enhance multi-modal access and streetscape amenities, identify parking management strategies, provide for waterfront access opportunities, and examine the current and future transportation functions of Main Street. A/GFTC contracted with The Chazen Companies to provide planning and engineering services. A number of recommendations were developed, including physical improvements to the streetscape and sidewalk network, a concept for waterfront access to the Batten kill near Bridge Street, and a parking management plan that emphasizes the need to maximize utilization of available parking resources. A very well attended public meeting was held in May 2019, followed by another public presentation of the final concepts at the Village Board meeting in September. The draft plan was released for a 14-day public comment period as required by A/GFTC policies, from September 18-October 2. No comments were received that necessitated any changes to the draft.

- B. Motion to Accept as Final – Chairman Strough requested a motion to accept the plan as final.

Moved by: Laura Oswald Seconded by: Bob Henke Motion carried.

- C. Next Steps and Related Issues – Kyle Vandewater reported that the Village of Greenwich’s water system project was progressing, and that the Village was actively seeking funding opportunities to offset costs associated with related transportation, streetscaping, and stormwater management issues.

4. Update on other UPWP Projects (Jack)

- a) North Creek / Ski Bowl access –MJ ELS has been selected to provide planning and engineering services. The project scope is to evaluate potential connections between the hamlet of North Creek and the Ski Bowl recreation park. The study area roughly encompasses NYS Route 28 between Peaceful Valley Road to the south and Ski Bowl Road to the north, and includes the section of NYS Route 28N between NYS Route 28 and Main Street. The project goal is to provide technical support as a framework for the Town to commence future Ski Bowl park design efforts. This will include an analysis of intersection function and configuration, taking into account a variety of development projects slated for the future. The kickoff meeting was held over the summer and a second meeting was held last week to discuss existing conditions. The next meeting is slated for mid-November to review initial concepts. Wayne LaMothe noted the challenge of adequately accounting for peak winter traffic.
- b) Fire Road / Webster Avenue signals analysis – Creighton Manning was selected to provide transportation engineering services. The project scope includes an analysis of signal timing and levels of service for the pair of intersections of Fire/Glen and Webster/Glen. Pedestrian accommodations were also included in the scope of inquiry. Project consultants have met with A/GFTC and representatives from the City of Glens Falls to review the recommendations and technical analysis. The final draft is currently being revised. Recommendations include several ‘tiers’ of improvements that can be made in phases. The first would be signal timing improvements (no material cost); those would provide moderate improvements to vehicular operations. The preferred alternative would add vehicle detection and a leading pedestrian interval (LPI) to facilitate pedestrian movements, pedestrian signals (walk/don’t walk and a pushbutton), improved crosswalk striping north of Fire Road and south of Webster Ave. The approximate cost for these improvements would be \$219,000. A ‘deluxe’ option would add a right turn lane to Glen for the southbound Fire Road approach, which would significantly improve vehicular delay conditions. However, this would require RWO acquisition. The cost of this option would be approximately \$355,000.
- c) Ridge Street Stewart’s – Traffic Assessment review – In mid-August, staff was asked by the City of Glens Falls to utilize the Engineering Assistance program to undertake a review of materials submitted to the Planning Board regarding the proposed Stewart’s Shops on Ridge Street. Given the potential need for the applicants to collect additional data based on the results of the review, we shortened the timeframe for consultant selection. Clough Harbor Associates was selected to undertake the review, which they completed within the demanding deadline. The review found no notable flaws or resulting changes to the access recommendations in the initial traffic assessment, and was provided to the Planning Board Chairman for the September 3 meeting.
- d) Glens Falls Bikeshare research – Staff completed a draft white paper regarding the potential feasibility of bikeshare in and around the city of Glens Falls. This included an overview of the different types of bikeshare systems (docked vs. dockless, e-bike and e-scooters), payment systems and user fees, targeted demographics, bicycle infrastructure, community support, and future considerations/next steps. This was

submitted to the City in early August and we are awaiting feedback. If further research is needed, staff would recommend partnering with Shared Mobility Inc., a not-for-profit based out of Buffalo that has worked with NYSDOT, NYSEDA, and a variety of communities in upstate NY to facilitate bikeshare and carshare systems. Supervisor Henke affirmed that SUNY Adirondack should be included in future efforts.

- e) Traffic counts - 55 counts completed this year, mostly in Warren County. Final 63 counts to be conducted next year, after which the four-year cycle will be complete and the contract will be up for renewal.
 - f) Queensbury NYSEDA application – In April, A/GFTC was contacted by the Town of Queensbury for staff assistance for the preparation of a grant submission to NYSEDA for a program targeted towards fostering innovative transportation projects. Specifically, the proposed project is a research study, analyzing the feasibility of Adaptive Signal Control Technology for the Aviation/Quaker road corridor. ASC involves traffic signals that use advanced technology to adapt to changing traffic conditions in real time. An initial proposal was submitted in June, and the Town received an invitation to submit a full proposal on this concept, which is due in early November. Work on the full proposal materials is underway. If accepted, this would be a town-led project with A/GFTC staff providing a significant match in the form of in-kind labor.
 - g) GGFT maps - Staff received a request from GGFT for an updated version of the transit maps to account for route changes. The intent was to print poster-size versions for display at SUNY Adirondack and in Lake George. As we have upgraded our software capabilities since the last version, this basically involved making two entirely new maps. The updated versions will be much easier to edit and adapt in the future.
5. Annual Work Program Solicitation (Aaron) – attached in the materials last week was the program solicitation that was used last year to formulate the Unified Planning Work Program (UPWP). NYSDOT had accelerated the timetable last year, and the process felt a bit rushed, so we are looking to release this about a month earlier than normal. Last year’s solicitation was largely unchanged from the year before. Incoming new revenue is anticipated to be approximately flat, and external emphasis areas will likely not change. The request is designed to encourage municipalities to consider how they can leverage our resources to help identify system improvements. Laura Oswald noted a Complete Streets – related request may be forthcoming from Salem.
6. GGFT Update – Scott Sopczyk reported on a number of ongoing GGFT activities (written summary attached). Harry Gutheil asked about the number of responses; Scott replied that 150 responses were collect over two days (~ 50% response rate).
7. TIP
- A. Bridge preservation analysis (Aaron) – Greenman Pedersen Inc. has been hired by A/GFTC to develop an update to the bridge preservation analysis that was done in 2014. Since that time, bridge inspection methodology has changed, so the data analysis requirements have also changed. A draft of the spreadsheet revisions has been sent to all three counties for review with a requested response date of September 20. Once comments are back, we will schedule a follow-up meeting with GPI.
 - B. Updates from project sponsors (new developments since June 2019)
 - 1) Warren County – no report
 - 2) Washington County – no report

- 3) City of Glens Falls – no report
 - 4) NYSDOT – Pat Barnes reported on progress with 2019 paving projects, the design of US Route 9 over Interstate 87 bridge replacement, Champlain Canal bridge painting projects, and Brayton Avenue over the Feeder Canal. He also noted upcoming paving projects for Routes 149 and 9L in Queensbury.
- C. TIP amendments / modifications – schedule adjustments – Don Fletcher asked about possible opportunities for Greenwich to advance a capital project within the TIP process. Aaron noted that the new TIP update process had just been completed, but there are opportunities to introduce a new project using established amendment procedures. NYSDOT would need to lead this effort as it owns and operates Routes 29 and 372 in the Village. Bob Rice noted that a number of coordination scenarios are possible, but that funding for projects with scopes that exceed paving maintenance or repair may need to be derived from sources outside of NYSDOT’s core programs. Village representatives were encouraged to continue this discussion with NYSDOT staff.

Aaron listed the following projects that had construction obligation rescheduled from FFY 2018-2019 to FFY 2019-2020 as they were not obligated by September 30, 2019:

- Saratoga County
 - Clark Road over Snook Kill
 - CR 29 over Snook Kill
- Warren County
 - Palisades Road bridge
 - Sunnyside Road pavement
 - Sunnyside East pavement
 - Coles Woods connections
- Washington County
 - CR 46 pavement

These projects are rolled in to the current program with their previous allocations intact.

Additional modifications made recently:

- \$0.232M added to design and ROW for Middleton bridge
- \$0.382M added to C and CI for Palisades Road bridge

8. General Discussion Items

9. Next meeting and adjourn

- A. 2020 Meeting Calendar - (Aaron) – draft schedule sent out last week - like this year, 7 meetings are scheduled for 2020. There is one less Policy Committee meeting needed as there is no formal update to the TIP scheduled for 2020. The next Policy Committee meeting was initially scheduled for 2/12/20; Wayne LaMothe noted that was a holiday. The date for the next Policy Committee was set for 2/19/20.
- B. Motion to adjourn: A motion was made to adjourn the meeting at 11:13 AM.
Moved by: Laura Oswald Seconded by: Todd Kusnierz Meeting adjourned.



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Transit Report Summary for October 9, 2019 A/GFTC Policy Committee Meeting

Greater Glens Falls Transit submits the following informational items for the A/GFTC Policy Committee:

Capital Projects:

Over the past 12 months GGFT completed the following capital projects

- Preparing for delivery of Four (4) replacement low floor transit buses (November 2019 delivery)
- Began construction of a new passenger waiting area on Beach Rd. in Lake George (Late October 2019 completion)
- Issued Invitation for Bid for the purchase of two (2) replacement trolley buses (June 2020 Delivery).
- Replaced facility lighting with LED fixtures
- Preparing RFP/IFB for the repair of facility in-ground lift

Operations/Planning Related Projects:

1. Through the end of September 2019 GGFT's year-round fixed route ridership is up +4.1% over the same period in 2018. 2019 trolley ridership was down -11.0% due to a shorter summer season (9 week vs normal 10 week season), and some changing riding habits of seasonal J-1 workers. FAME paratransit service is up almost +1.0% over the same period as well.
2. Conducted an on-board passenger survey in September. Some of the information from the weekday survey found that 43% of area transit riders use the bus to/from work, 48% use it daily; 42% were choice riders; and 94% responded that GGFT provided a good or high quality service. A full report will be provided to A/GFTC.
3. Extended Route 5 – Moreau/So Glens Falls Bus south to Spier Falls Rd.
4. Held a series of transit orientation programs with area employment related and human service agencies. Over 150 staff from 17 different area agencies participated in the programs. Additional, more targeted programs are planned for the coming months