

# SUMMARY OF MEETING



ENGINEERS  
PLANNERS  
SURVEYORS

This meeting summary represents the writer’s understanding of the major issues discussed. If you wish to suggest edits or additions, please contact the undersigned by Friday, April 20, 2018.

**DATE:** March 30, 2018

**PROJECT:** Pathway Corridor Project – Exit 20 Routes 9 and 149

**PLACE:** NYSDOT Region 1 Offices; 50 Wolf Road, Albany NY

**TIME:** 9:30 a.m.

**PURPOSE:** The purpose of this meeting was to introduce the study to the NYSDOT, and obtain input on the preliminary analysis completed to date.

## **ATTENDEES:**

<b><u>Name</u></b>	<b><u>Representing</u></b>	<b><u>Telephone Number</u></b>
Ed Bartholomew (Via phone)	EDC Warren County	518-761-6007x200
Brian Kirch	NYSDOT Region 1	518-485-1379
Greg Wichser	NYSDOT Region 1	518-485-7324
Mark Pyskadlo	NYSDOT Region 1	518-457-5283
Owen Shevlin	NYSDOT Region 1	518-457-8308
Dan Quiri	Creighton Manning	518-689-1882
Mark Sargent	Creighton Manning	518-689-1837

## **SUMMARY:**

1. Ed opened the meeting and gave a brief overview of the study, noting concerns about congestion in the corridor impacting travel and economic development. He also summarized the funding sources of for the Study which include EDC Warren County and National Grid.
2. Mark Sargent provided an overview of the alternatives and preliminary trade-offs. The following questions/comments were discussed throughout the meeting:
  - a. NYSDOT commented that based on trend lines of the average annual daily traffic (AADT) between the Exit 20 northbound ramps and NY Route 149, traffic is projected to increase by about 1.2 percent per year. This suggests that the current traffic growth projections may be high. In the short term, we will continue to work with the 30 percent growth until other development traffic is finalized.
  - b. NYSDOT commented that the Department has not been funding capacity related projects. Programming is focused on “Preservation First” and that their limited available funding is dedicated to maintaining existing transportation infrastructure. If capacity improvements are identified as part of this study, the sponsors will need to find some funding outside NYSDOT channels.
  - c. It was noted that other municipalities are pursuing road diets (reduced capacity) rather than increasing vehicular capacity. i.e. The study corridor already exhibits many of the characteristics that communities are striving for including slow moving traffic where it is relatively convenient for pedestrians to cross the street.
    - i. Increasing the capacity in the corridor with a 5-lane section will make the corridor less pedestrian friendly.

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- d. NYSDOT noted that Exit 20 has a force off loop on the northbound off-ramp. Should the queue get too long, the force off will be activated allowing an extended green to clear the queue off of I-87. It is important to make sure queuing does not backup onto I-87.
- e. The back access alternative will have property impacts; including a steep grade and impacts to the jail property.
- f. The pedestrian bridge improvement will not be beneficial without channelizing people with a physical barrier along the side of the road or a raised median barrier. The questions was posed, what would it take to make the pedestrian bridge alternative work?
- g. NYSDOT commented about the need for bicycle accommodations. It was noted that the roadway concepts included wide shoulders for bikes, and that a path connection was also being considered to the existing bike trail
- h. Regarding the travel time estimates, NYSDOT mentioned that CDTC has access to travel time data, which was used on the Rexford Bridge project to show before and after construction.

The meeting concluded at approximately 11:00 AM.

Dan Quiri, P.E.  
Project Engineer

cc: Attendees  
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