

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, May 4, 2018.

DATE: April 11, 2018

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

PLACE: EDC Offices, 333 Glen Street

TIME: 1:00 p.m.

PURPOSE: The purpose of this meeting was to update committee members on the alternatives analysis.

ATTENDEES:

<u>Name</u>	<u>Representing</u>	<u>Telephone Number</u>
Jack Mance	A/GFTC	518-223-0086
Ed Bartholomew	EDC Warren County	518-761-6007x200
John Wheatley	EDC Warren County	518.761.6007x201
Brian Kirch	NYS DOT Region 1	518-485-1379
Lorenzo DiStefano	NYS DOT Region 1	518-485-1715
Owen Shevlin	NYS DOT Region 1	518-457-8308
Catherine Atherden	Town of Queensbury	518-761-8220
John Strough	Town of Queensbury	518-761-8229
Kevin Hajos	Warren County DPW	518-761-6566
Dan Quiri	Creighton Manning	518-689-1882
Jeff Pangburn	Creighton Manning	518-689-1822
Mark Sargent	Creighton Manning	518-689-1837

SUMMARY:

1. Ed opened the meeting and asked if there were any comments on the previous meeting summary. Hearing no additional comments, the March 23, 2018 meeting summary was unanimously approved.
2. Mark provided an overview of the NYSDOT meeting, which had taken place on 3/30/18 to introduce the study to NYSDOT and to receive comments. The following meeting highlights were noted:
 - a. NYSDOT indicated that the National Performance Management Research Data Set (NPMRDS) was used on the Rexford Bridge project to show before / after travel times, and suggested contacting Chris O’Neil at CDTC to understand the Rexford Bridge experience and to see if the NPMRDS could be used on this corridor study. CM had contacted Chris O’Neil and he indicated that he was willing to help apply the NPMRDS or assist A/GFTC. Jack Mance also noted familiarity with the database.
 - b. NYSDOT 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.

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- d. NYSDOT noted that the corridor is saturated and that any additional traffic will continue to spread the peak over the course of the day.
 - e. NYSDOT had reviewed historical growth in the corridor and noted that the current growth factor being used in the planning study might be high. John Strough questioned the NYSDOT calculated growth rate (1.2 percent growth per year). **Action:** CM to analyze the I-87 continuous count data and confirm the summer growth rates.
 - f. **Action:** NYSDOT to circulate the March 30, 2018 meeting minutes to all attendees for comments.
3. Dan provided an overview of the alternatives and preliminary trade-offs. The following questions/comments were discussed throughout the meeting:
- a. The committee would like to see travel times split up in terms of northbound and southbound directions, rather than a range of times.
 - b. Great Escape GEIS: CM discussed the improvements that The Great Escape is responsible for when certain traffic volumes are met. It is noted that CM monitors the traffic bi-annually and the most recent (2017) monitoring shows the traffic volume threshold is at least 35 percent shy of being met.
4. When asked if the alternatives analysis had accurately captured all the major alternatives and trade-offs, the following comments were discussed:
- a. 5-lane alternative: A/GFTC commented that increasing the capacity of the corridor will attract traffic and freight to the area that was otherwise avoiding it.
 - b. NYSDOT asked if a back access road could be considered on the west side of US Route 9 in addition to the back access road on the east side. It is noted that the French Commons Outlets are located too close to I-87 and a roadway will not fit between the two. **Action:** CM to explore this alternative in the northern half of the corridor.
5. Next Steps – Review Schedule
- a. Meetings
 - i. CM will hold three separate stakeholder meetings with the property owners in the corridor to obtain their comments.
 - ii. CM will report back to the Committee with the findings of the abovementioned stakeholder meetings.
 - iii. The first public meeting will then be scheduled.

Summary of Actions:

- NYSDOT to circulate the March 30, 2018 meeting minutes to all attendees for comments.

Creighton Manning

- Analyze the I-87 continuous count data and confirm the summer growth rates.
- Explore a back access road on the west side of US Route 9.
- Set up the stakeholder meetings.

The meeting concluded at approximately 2:30 PM.

Dan Quiri, P.E.
Project Engineer

cc: Attendees
File