PLANNING BOARD COUNTY OF ALBANY
TOWN OF COLONIE

****
AN UPDATE TO THE BOGHT GEIS TRAFFIC STUDY
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THE TAPED AND TRANSCRIBED MINUTES of the above entitled proceeding BY NANCY STRANG-VANDEBOGART commencing on March 23, 2010 at 6:02 p.m. at the Public Operations Center 347 Old Niskayuna Road, Latham, New York 12110

BOARD MEMBERS:

CHARLES J. O'ROURKE, CHAIRPERSON
ELENA VAIDA
MICHAEL SULLIVAN
PAUL ROSANO
PETER GANNON
TIMOTHY LANE
PETER STUTO, Jr. Esq., Attorney for the Planning Board

Also present:

Joseph LaCivita, Director, Planning and Economic Development

Mark Sargent, Creighton Manning Engineering

Joe Grasso, Clough Harbour & Associates

Mark Nadolny, Creighton Manning Engineering

CHAIRMAN O'ROURKE: Tonight to start early, we came in to get an update on the Boght GEIS – the traffic update.

Joe?

MR. GRASSO: I just want to go through what we hope to accomplish over the next hour or so.

At the last Planning Board meeting about a month ago we presented an update for the GEIS. There were a number of specific questions asked of us by the Planning Board that we needed to fix and go through and do some additional analysis and pull the responses together. We had also talked about wanting to run a traffic simulation model because it rapidly shows how we expect that the corridor is going to operate.

Myself and Mark Sargent of Creighton Manning put an item by item response together which all of you should have in front of you. I'll also provide a copy to the Planning Department for the town's file.

What we'd like to do, if the board doesn't mind, is rather than go through these in numerical order, I would like to jump

around a little bit. I'd like to start it off by the level of service summary which is comment number four. We'll go through that in detail. Then I would like to go through the traffic simulation model because I think that's going to take some time. Then we'd like to entertain any questions that the board has on that.

If there is time left over, we can go through the other responses which are more self explanatory, so to speak, to make sure that we can get through this model within the next hour because it's really important that we allow the time to go through it and digest what the model is showing. If that's good with the board, I'm going to have Mark Sargent come up and I'm going to ask everybody to go to table three which is an attachment in the back of everybody's packet. I just want to take you through the intersections and go through the levels of service.

We had touched on this at the last meeting in a more generic fashion, but I think that the board is comfortable looking at these levels of service summary tables and

interpreting the results. I'd like to go through intersection by intersection.

Mark, can you go up and go through table three, starting out with the Route 9/9R and I87 access?

We don't have any copies for the public tonight. We have provided a copy for the town and we can provide comments to anybody who would like to have them, but we don't have extra copies tonight.

MR. SARGENT: I'm just going to back up one step. If you recall when we presented levels of service at the last meeting, we had a graphic that showed overall intersection levels of service at each of the five or six study area intersections. That's the way to reflect the overall operating conditions at the intersections. Levels of service can also be reported on each of the individual approaches and each of the individual lane groups of the intersection. So, that's the table that you're looking at and some of the detail behind those levels of service summaries.

One thing that I also want to point out

is that the conclusion of what we have presented last month is that levels of service in the area are generally adequate with the exception of the 9/9R intersection. That's played out here as we present this.

When you look at the first column it shows the levels of service under existing conditions. That first intersection in the first column shows that the intersection overall operates at a level of service D which is borderline satisfactory with 51 seconds of delay, overall. Individually you can see some of the lane groups within that intersection are operating at level of service E or F. So that tells us that it's basically operating at or near capacity. That's no surprise to anybody that the 9/9R intersection is operating at or near capacity.

MR. GRASSO: On the screen we have the map that shows the street network and the corridor. I'm just going to highlight the boundaries of the GEIS study area which is the black outer boundary here (Indicating). It extends down towards Watervliet and Cohoes. The first intersection that Mark talked about

is the 9/9R intersection.

MR. SARGENT: Under the scenario in column two here (Indicating) this is where the additional land development is in the area. It shows that the delays at that intersection will eventually double. You look at again at the overall level of service; it's F. The average motorist will wait for two minutes longer at that intersection whereas today they wait for about 50 seconds.

In the third column, you see the overall operation with all the additional land use at the end of the connector road and it shows level of service improving back to level of service D with 41 seconds of delay. So, it's actually nominally better than the existing conditions. Some of the lane groups continue to operate at level of service E, meaning they borderline at capacity.

That's really the focus of this table. It should be the focus that the connector road provides a significant quantifiable benefit in the operations at that intersection.

If you look at the table in a little more detail and you look under where it says

Route 9 northbound, you're still at the first intersection. We're still in the top row of the intersection. But within that there are individual lane groups recorded. If you find the one for Route 9 northbound, which is really the eighth letter down, it shows that the delays will increase from 53 seconds to 150 seconds. It will triple northbound without an improvement. With an improvement, it will go back to about 60 seconds.

That's what we're talking about. That's a fundamental conclusion here. Without improvements for northbound through traffic, Route 9 will experience significant degradation from operation; a triple in delay. With the bypass the delays will be mitigated largely and keep it at a minute rather than two and a half minutes.

Moving on to the next intersection, it is currently unsignalized. That's what the U stands for.

MR. GRASSO: Mark, can you just clarify what intersection we're talking about now?

MR. SARGENT: We're now talking about the Latham Autopark Drive intersection.

MR. GRASSO: The new road that is proposed and then from Route 9 over to 9R -- this total intersection.

MR. SARGENT: People will typically get out of that intersection and make a left or a right at the stop sign and will wait longer than 50 seconds.

CHAIRMAN O'ROURKE: Mark, how did you get that?

MR. SARGENT: There is a highway capacity manual. It's a document about this big (Indicating) and it has all the different formulas. The chapter on unsignalized delays is about 100 pages long. There are proven formulas on gap acceptance and how motorists behave under different prevailing traffic scenarios.

CHAIRMAN O'ROURKE: These numbers are existing without any developments.

MR. SARGENT: That's right.

MR. GRASSO: But you have to understand that it's just during the p.m. peak hour. You have heard others say that during the other 23 hours of the day things are fine, but our analysis is always focused on the p.m. peak

hour.

MS. VAIDA: What do you use for a time period?

MR. SARGENT: It's 4:30 to 5:30; a one hour time period.

MR. GRASSO: So during other hours of the day, it's possible that could operate at a level of service A.

MR. SARGENT: Under the next column, we've assumed that a signal would be installed there that shows that it would operate at level of service D, overall, without any other improvements in the area and without additional geometry as well as without the connector road.

In the final column, you see with the connector road, the intersection operates at level of service C. The bottom line is when you scan up you can see that all of the approaches operate at D or better.

MR. GRASSO: As Mark stated, with the existing geometry and known improvements, we're talking about a signal going in but no connector road. You say, well, why not just allow a signal because that intersection is

going to be D service and it's going to be acceptable. That was the concern raised by DOT that even though that intersection would be acceptable, the overall delays through the corridor are significantly impacted by that signal. DOT doesn't support the signal unless there is other improvements that would go along with it that address the overall corridor.

MR. SARGENT: The next group has no significant issues. It's a level of service B today. It's a level of service C under existing conditions.

MR. GRASSO: Just so everybody knows what intersection that we're talking about, it's the Century Hill Drive/Route 9 intersection. That's projected to go from a B to a C.

MR. SARGENT: Right. The next one has been a concern – an unsignalized intersection at Dunsbach Ferry Road. You can see today by looking at the level of service of Dunsbach Ferry Road, motorists that are stopped at Dunsbach Ferry and enter Route 9 only wait about 20 seconds to get out. That's the first problem. It's 19.6; level of service C.

The existing geometry without any improvements; no delay, will increase to 77 seconds, a level of service F. That means you're going to wait over a minute to try to get out.

You also see with the bypass condition that the level of service is still F. There is a comfortable amount of delays. It's 70 plus seconds and that's the area where we don't have a definitive improvement. We have a number of ideas on the table.

The possibility of widening Dunsbach Ferry Road to provide two lanes; left and right so that right turners can get around the people that are waiting 70 seconds, or prohibiting left turns at the intersection. That's something that DOT had mentioned.

So the recommendation there is to monitor. It could be that doing nothing at that intersection is a satisfactory solution for the foreseeable future. That's what this table shows us. You can live with a level of service F, 70 seconds of delay indefinitely if no other signal problems develop.

MR. GRASSO: This is one of those

intersections that if it's a relatively low volume would be experiencing the F. We could see them self-mitigating that by going up to Bogh Road and accessing the signal, if they went north. It's those left turns that are problematic to get out.

MS. VAIDA: If you do nothing there, you'd actually have a better result than if you do something.

MR. SARGENT: This is 77 versus the 73.

MS. VAIDA: No, I'm talking about the 19.6 versus the level F.

MR. GRASSO: That's with no additional development over existing conditions. That's just the model and the way it operates today. With development it's going to degrade over time to a level of service F by 2029.

MS. VAIDA: I thought one was with the light and one wasn't.

MR. GRASSO: No.

MR. SARGENT: The final row shows 9R at Old Loudon Road. It's at a level of service C across the board. That intersection will operate okay under all scenarios.

MR. GRASSO: And that intersection is

this one down here (Indicating), the Route 9/Old Loudon Road intersection.

MR. SARGENT: And finally, 9R at Johnson Road will operate adequately again under all scenarios. The final geometry there in the right most column is dictated by that new alignment. The connector road would tie in opposite this intersection and it would create a four-way intersection which is currently a three-way intersection.

Again, what's most important is the top row; the 9/9R intersection. That's where the most dramatic differences are in the levels of service operation. The rest of the intersections are nominally in levels of service.

MR. GANNON: Somebody living on Dunsbach Ferry may disagree that it's a nominal change in service.

MR. SARGENT: Some of this is out of your control as through volumes increase on Route 9 in the future. If you live on Dunsbach Ferry Road, you're going to be experiencing longer and longer delays if no additional land development is approved over the area.

CHAIRMAN O'ROURKE: But again, it could be self mitigating.

MR. GRASSO: There are means to self mitigate. Like I said, there are very few cars that come out there and try to make the left now but when you do the analysis, it would show that they would have to wait during the p.m. peak hour. The other 23 hours of the day - they could probably go up there and take a left and there might only be a few cars. The few cars during the p.m. peak hour may learn that – you know, I might get up there and get stuck and I'll play it safe. I'm going to go up to Boght Road and come down Pollock Road instead of going this way (Indicating) and going out to Route 9 – they're going to go up to Boght Road and access the signal.

Right turns can free-flow, like Mark said, if we just add the two lanes for left and right turn. Then those right turn vehicles can free-flow and won't get held up and experience the level of service F. That's not the way that it is right now.

MR. SARGENT: As we go over the simulation, I'd like to draw your attention to

page four of your handout. That is a summary of some of the measures of effectiveness from the simulation model. One of the comments that we made at the last meeting – if you look at the very top row you see the total hours of delay on the network of all vehicles. Today there are 40 vehicle hours of delay, if we do nothing and these land uses are approved and the additional traffic hits the network, we said that delays will be increased by a factor of four. That will be from 40 to 166 vehicle hours of delay on the network. I think that someone on the board said, I don't believe it. This is an outlook from the model. We're going to show you the future development with the bypass with 100,000 square feet of development on Parcel 28. This simulation model is essentially the third column that's up there right now.

MR. GRASSO: Just to orient everybody this is Route 9R, (Indicating) Route 9 going north/south, Old Loudon Road, the intersection of Route 9 and Old Loudon Road. Further to the east, we'll see the new bypass connection intersecting opposite Johnson Road.

MR. SARGENT: So I wasn't very clear with that. What you're looking at is future development on the future network with the bypass –

MR. GRASSO: With development to 2020.

MR. SARGENT: In other words we're saying that things will work pretty good. When we look at this, this tells us that the system operates pretty well. If you have any questions with what queuing looks like, this is what queuing will look like.

MR. GANNON: Between 4:30 and 5:30 pm.

MR. SARGENT: Right. You can see that traffic does not queue up between 9 and Old Loudon Road right in here (Indicating). There is an additional lane that's recommended. It's a westbound through. There is a little bit of queuing southbound but not bad.

MR. STUTO: Is this with all of the recommended improvements?

MR. SARGENT: Yes.

MR. STUTO: Including the traffic light at Autopark?

MR. GRASSO: Yes. This is Autopark Drive

that comes in (Indicating). This is the bypass. This is Old Loudon Road. The colored cars are the left turn movements, the blue cars are the left turn movements, the green ones are the rights and the whites are the through ones.

MR. ROSANO: How many cars are actually going north of that intersection at this point that are not turning into Autopark?

I was a former manager of that big company for 13 years. I know what they do in the evening. If there are a lot of cars coming up and trying to go left, is that factored in?

MR. GRASSO: It is factored in.

MR. ROSANO: What's the difference between south of that at this point in time? How many cars are going north on 9 and how many are going in?

MR. SARGENT: Mark is looking up that number.

MR. NADOLNY: There would be about 310 cars making a left turn away from Autopark Drive going northbound.

MR. ROSANO: Thank you.

MR. STUTO: For the hour?

MR. SARGENT: Yes.

MR. GRASSO: About 2% of the vehicles are turning in.

MR. STUTO: That's 2%? I think you should recalculate that.

MR. ROSANO: That's about 22% or something like that.

CHAIRMAN O'ROURKE: Does the model also take into account right turns going into Rite Aid and Hess?

MR. SARGENT: In what sense? That traffic is in the model, yes. The additional turbulence created by cars turning in and out of driveways isn't really reflected in the model, but the volume of traffic is in here.

CHAIRMAN O'ROURKE: That's going to effect your queuing more than I think the model is taking into consideration. Right now, what's the average speed through two lanes? You must have that.

MR. GRASSO: That's 34 northbound and 32 southbound and under the built condition of the connector it will be 30 northbound. So it goes down four miles an hour and drops six miles per hour southbound.

MR. ROSANO: So what's the peak time south coming out of Century Hill? What is that number at the peak time? We know that people that work in Century Hill and in that area will be on the Northway and they're going to come south on 9 to get onto the Northway. I don't think that anybody from Saratoga County is going to be coming south on 9 to go shopping.

MR. NADOLNY: So you're talking about Century Hill here (Indicating) making a right turn?

MR. ROSANO: Correct.

MR. NADOLNY: Right now there is 370 people making that right and 1,175 going through. You've got pretty much 1,500 cars going southbound through the Latham Autopark Drive.

MR. ROSANO: The construction that's happened already – what's going to happen in the future there? How many cars do you think are going to be coming out of that cluster at 4:30 to 5:00?

MR. NADOLNY: Out of Autopark Drive heading south?

MR. ROSANO: Right and Century Hill as well as the other places that might happen. That's further south and I'm talking north now. Coming out of Century Hill, headed south, when everything is built how many cars will be coming out?

MR. NADOLNY: When everything is built and we have Century Hill, there will be 375 making a right coming out of Autopark Drive. With the Walmart parcel we'll have 450. So you're talking 375 and 450 –

MR. ROSANO: What's happening right now then before there's any more construction? How many cars have you seen? It seems like 300 is kind of light if everybody gets out of work at the same time.

MR. NADOLNY: Right now Century Hill Drive has right turners – 335 cars.

MR. ROSANO: So you don't think that anybody is going to scoot through to Century Hill to Autopark to come out Century Hill?

MR. GRASSO: And take a right?

MR. ROSANO: There would be no sense of doing that, but it might be the path of least resistance and they might try to scoot around.

MR. GRASSO: No. That line is not going to substantially increase.

MR. SARGENT: So now we're looking at the same traffic volume with that exact same number of cars. This includes all the development that we've been talking about in the long term over the next 10 years to 2020 and the build out of the different land uses that we've talked about without any transportation improvements.

You can see that there is a problem at 9 and 9R. This is the scenario that shows four times as much vehicle delay on the network. You can see here that queuing is a concern along Route 9; it's basically above capacity. You'll see in a minute that queuing on 9R is also a concern as this backs up through the Old Loudon Road intersection.

MR. NADOLNY: You can see that all of that white is all queue.

CHAIRMAN O'ROURKE: What are the improvements south of 9R that solve the queuing?

MR. NADOLNY: Right now if one of the improvements was in the westbound thru-lane

and while putting in the west-bound

CHAIRMAN O'ROURKE: No, I'm talking northbound.

MR. NADOLNY: I'm trying to explain that by putting in a westbound thru-lane where you don't need as much green time to get those westbound cars through. So say that they need currently 50 seconds of green time to get through the intersection and you only have one lane. By providing a second lane, they might only need 30 seconds of green time so you can move that green time to the northbound lanes. Additionally, this southbound left turn at 9 and 9R, if you removed the majority of those –

CHAIRMAN O'ROURKE: Do you have what the cycles would change to?

MR. NADOLNY: Yes, and in the model it does have the signal timing changes. The signal overall would be 100 seconds –

CHAIRMAN O'ROURKE: Do you know what that is offhand?

MR. SARGENT: We can call it up.

CHAIRMAN O'ROURKE: I'm only interested in north/south.

MR. SARGENT: How much additional green

time that will be afforded to the north/south.

CHAIRMAN O'ROURKE: Right.

MR. SARGENT: The bottom is 50 seconds of green time northbound under this scenario.

MR. NADOLNY: It's hard to compare it because the overall length of the cycle has changed from 200 seconds down to 100 seconds.

CHAIRMAN O'ROURKE: I'm looking for a percentage – just roughly. I'm not holding you to that.

MR. NADOLNY: You will pretty much go from 30% to 40%; so it's a 10% increase. The signal is going to be actuated so you'll be able to retime it. Certain approaches will gap out. For that green time, you'll be able to shift potentially more traffic through the north/south bays –

CHAIRMAN O'ROURKE: It doesn't do that now?

MR. NADOLNY: If it's at capacity, it won't do that. It will use up all the maximum capacity of that approach. But if you add another westbound thru-lane you might be able to get all of those westbound cars through in a short amount of time. The signal will react

to that and put that time onto the major phases which is north/south.

What I was saying is if you could remove the majority of the southbound left turn and in essence put it onto the bypass, you almost don't even have to provide another long southbound left turn phase. So all of that green time would have been used for that to service the southbound unless they're not being serviced by the bypass and you would be able to put that time to the north/south phases and the other phases of the signal.

CHAIRMAN O'ROURKE: One other quick thing. Give me all the improvements that this model has taken into account. Another westbound on 9R, a light at Autopark with the connector –

MR. SARGENT: With additional turn lanes on Autopark and on the connector. I think that we had three lanes eastbound on Autopark; an exclusive left, a thru and a right.

MS. VAIDA: Are those listed on this table some place?

MR. SARGENT: They should be in that row of the final column under bypass conditions

under Latham Autopark.

MR. NADOLNY: I think right now there is a separate left and right turn lane from Latham Autopark and now there is a left and right. On the opposite approach it's only a right turn. That's the only movement you could make. In this scenario, you have a left thru with a separate right.

MR. ROSANO: Is that Loudon coming out onto the bypass and going to 9, or is it dying? It's still there, right?

MR. NADOLNY: It's still one way.

MR. ROSANO: So it's still one way going north and you're going to have the option to go –

MR. NADOLNY: To make a left. You'd still be able to do the same movement; you'd just have to make a left and a right.

MR. ROSANO: So you could go to the right. You could get yourself over to the light instead of having to come out that way?

MR. GRASSO: Yes, but this is only one way.

MR. ROSANO: Right, they could come out and get to the connector to get the light as

opposed to going down and not getting out. That is, however, staying one-way north.

MR. NADOLNY: The only other improvement is that you have to restripe a two way left turn lane to be an exclusive left turn lane to pull out onto the connector road. I don't think that would require any kind of construction because the lane is already out there. It would just be restriping it.

MR. GRASSO: Is that a decel lane on Century Hill?

MR. SARGENT: I thought so but I don't see it now.

MR. NADOLNY: Right, I don't think that I put it in. There was a right turn lane that I think was for the a.m. peak hour. It was really necessary for this movement, but I think that the GEIS identifies a southbound right turn lane at Century Hill and that's where the traffic is going in the morning. That's the a.m. peak rush in the morning. The p.m., obviously you really don't need it because there is not a lot of people going into Century Hill due to the office nature of the park.

MR. ROSANO: Can you go back to Old Loudon again at the connector?

So you're coming down and headed north. How do you get over to that other lane? How do you get out there?

MR. SARGENT: This would be going away (Indicating).

MR. ROSANO: I was hoping that it was.

MR. GRASSO: The connection from the Kirker's site right on the connector - there is a portion of the connector that would be abandoned.

MR. STUTO: Is the connector that goes to Old Loudon one way or two way?

MR. GRASSO: That section of it is one way.

MR. STUTO: Because the traffic looked like there was traffic going south on that.

MR. NADOLNY: I can't take this off the way that the model is set.

CHAIRMAN O'ROURKE: The picture was further down because you're still going to come out right from the businesses.

MR. GRASSO: They're not coming down Route 9 and making that movement. They're

coming off of these driveways. They're not expressively modeled as driveways.

Could you run the model with the 500,000 square feet?

MR. NADOLNY: Sure.

MR. GRASSO: We took a look at this parcel again – the original '89 study that looked at 985,000. We have it evaluated at 100,000 square feet based on constraints. There was concern raised by the board that the new connector road is going to increase the development potential. We said, then, let's look at it at 500,000 square feet. Obviously there is a lot more constraints that we know of today than we knew in 1989. When you look at the development potential of the property the connector road is probably going to decrease that development potential. It's going to take a lot of right of way out of that parcel. We're going to take a lot of the developable part. When you look at access to that parcel, the parcel is afforded excellent access the way that it is now. It's got the frontage on three roads; two state highways. It's got access on Route 9. It's got access on

Old Loudon Road and it's got access on 9R. The access on Route 9R is across from Johnson Road. We would expect that if that parcel is developed, they would probably be required to put a traffic signal up at the Route 9R/Johnson Road intersection.

CHAIRMAN O'ROURKE: Joe, some of that is true, but the mitigation of those wetlands isn't difficult with that parcel.

MR. GRASSO: That's why we said when you look at the constraints, we don't think that it's going to accommodate a million square feet. It's going to be much less.

CHAIRMAN O'ROURKE: No, your contention is that with the connector, it's less developable and I'm saying no way. Now, you're splitting and you're actually making three buildable -

MR. GRASSO: You are. You're making very developable padded sites.

CHAIRMAN O'ROURKE: With road access.

MR. GRASSO: And assuming that we could accommodate a good access onto the connector road, you're right. I'm not going to disagree with you. I'm just saying that I don't think

that development potential of the property is going to get increased by the connector road in terms of the greater number of traffic out of that site.

CHAIRMAN O'ROURKE: The cost of that land goes up about four times with the value of the land because you're not having to self mitigate with your development.

MR. GRASSO: The value in terms of the land that's left over – I can see that the value is going to increase. But the property has excellent access right now, the way that the property has its frontage and where the access points would be developed. We're taking advantage of one of them.

CHAIRMAN O'ROURKE: So this is the one with 500?

MR. SARGENT: This is the one with 500 that shows the 9/9R intersection operates fine. You see no real queuing in this area (Indicating) and it's a lot better than the previous simulation.

When you go to the north and you look at Latham Autopark, you can see some problems just being a development by the measures in

the table. It operates adequately at level of service D, but you'll see some queuing starting to develop in this area.

With an additional 500,000 square feet of development here (Indicating), this southbound left turn becomes a much larger movement. It requires more green time which opposed the critical northbound thru-movement. So, again, you start to reach a condition where this intersection would degrade. Instead of operating at a level of service C, it will operate at a level of service D. There are longer delays, but still okay. You'll notice a difference here.

As you can see it's now queuing up a little bit more there then we did in the earlier simulation.

CHAIRMAN O'ROURKE: Now that southbound – is there a left turn lane?

MR. SARGENT: Yes.

CHAIRMAN O'ROURKE: So that center median is going to be gone?

MR. GRASSO: Yes.

MR. SARGENT: It will be restriped.

MR. GRASSO: There is a center turn lane

out there right now which will be restriped to a dedicated left turn.

CHAIRMAN O'ROURKE: And then what happens to it further south of there?

MR. SARGENT: It will be restriped to a northbound lane. That same two way continuous left turn lane would become an exclusive left turn lane for the intersection movements. Further away it would revert back to the same as it is now.

MR. ROSANO: Do you have all the southbound cars on that simulation are going straight through? No one is taking a right hand turn from Autopark?

MR. SARGENT: They're disappearing. There are some cars covered in yellow here that would turn right.

MR. ROSANO: Okay, thank you.

MR. NADOLNY: There are about 100 vehicles that do that in a course of an hour. Once they make the right turn, they turn into a dark blue color.

MR. SARGENT: So we draw a couple of conclusions from the simulating models. There were a number of questions that were asked at

the last meeting. They're on your handout.

Question one - about what happens if there are additional trips on the network. That's really answered here in the analysis of the difference between the 100,000 square foot and the 500,000 square foot scenario. What we're saying is that there will be delays and some intersection levels of service will worsen. However, there will still be immeasurable benefit to a bypass under every scenario.

Question two specifically asks about the difference between the 100,000 and the 500,000 square foot scenarios. We have shown that in the simulation model.

Questions three is another issue.

Question four we have already talked about; the detailed levels of service.

Question five shows graphically the queue that is associated with the connector road. We have done that by showing the simulation models. You get a feel for how the traffic will flow and what the queue would look like. So, that model is really intended to answer four of the first five questions.

MR. GRASSO: I just want to go back to the comment three. The question regarding identifying all the improvements recommended in 1989 and how that compares with the current traffic update. We have provided that in table two. We're not going to go through all of it. There is a lot of information, but it's all there. It's an item by item comparison regarding what was recommended and the '89 GEIS both at the 10 year planning period and the 20 year planning period that takes us to 2009 and then what's currently recommended in the 2010 update both in the short term which is five years; 2015 and the long term which takes you up to 2020.

CHAIRMAN O'ROURKE: You must have costs for these.

MR. SARGENT: As of a couple of years ago we had costs for all of these and we just started to develop a –

CHAIRMAN O'ROURKE: Just use a multiplier of year over year.

MR. GRASSO: Some stay the same. It wasn't too long ago when we got those. It was in 2009 –

CHAIRMAN O'ROURKE: For the next time, I'd like to see the costs.

MR. SARGENT: The areas highlighted in yellow here (Indicating) are the focus of the current effort - the Route 9 focus area.

MS. VAIDA: I just wanted to ask you a question. I missed a little bit of the beginning so you may have explained this. When you go to your sort of conclusion table, it has the level of service summary and the 2020 section where you have the existing known improvements versus bypass condition with improvements. With improvement, are you speaking of all of the improvements listed on the prior pages under short term and long term, or are you talking about something other that that?

MR. SARGENT: It should be one for one under the improvements in the yellow highlighted section.

MS. VAIDA: So assuming that all of the improvements in the yellow are made, that would be the result.

MR. SARGENT: Yes.

MR. GRASSO: The levels of service

summary really only touches on certain intersections. There are certain intersections that have been looked at previously and that isn't part of this update. The recommended improvements are minor based on changes to the volume.

MS. VAIDA: Would the improvements that need to be made just the ones in yellow? You're not assuming the other ones?

MR. GRASSO: That's right.

CHAIRMAN O'ROURKE: And the cost of those yellow improvements?

MR. SARGENT: It was roughly 15 million dollars a couple of years ago.

CHAIRMAN O'ROURKE: Right, but that didn't include the connector road.

MR. SARGENT: That's right. when you put the connector road number in here (Indicating), it's 3.8 million, not including right of way or engineering which you could add – we'll get up to about 5.5 million here. That would include a roundabout on the southeast end of it. That intersection could be a roundabout or a signal. A roundabout has some issues. It takes up some more space. It

takes a little more land because of the acute angle of Johnson Road. It really doesn't fit perfectly. It could be that a signal is a better alternative there, less expensive and fewer impacts and still operates fine. For now, the process includes the possibility of a roundabout.

MR. SULLIVAN: Does the $500,000 simulation have the roundabout?

MR. SARGENT: The simulation doesn't have the roundabout. We do have a picture.

MR. SULLIVAN: I was just wondering.

Thank you.

CHAIRMAN O'ROURKE: So it's going to be 5.5?

MR. SARGENT: That includes our estimate for the right of way and everything – engineering, inspection and everything.

CHAIRMAN O'ROURKE: Well, you're not going to build a connector road without it. The whole number - if it was 15 a couple of years ago, it's close to 20.

MR. SARGENT: The number in the '89 GEIS was between 15 and 20. So, if you think that

in 20 years in the future -

CHAIRMAN O'ROURKE: But that had more improvement.

MR. GRASSO: The only thing that we need to bid out is -- the improvements have been made.

CHAIRMAN O'ROURKE: From the '89.

MR. GRASSO: Right, so we have to make sure that those are not included in that. We have to understand that the mitigation fees still need to be collected for those improvements for the new development, but we need to separate them as money that has already been spent and money that is going to be needed for the balance.

CHAIRMAN O'ROURKE: Maybe it's me here and I'm missing something, but the improvements in terms of the model that you just showed us – those improvements include the westbound, the light out of Autopark with the connector road, three lanes eastbound on Autopark and obviously the connector to Johnson. Those total costs are estimated at?

MR. SARGENT: Not sure. That's a subset of the entire table.

MR. GRASSO: More than the five million, but less than the 20.

CHAIRMAN O'ROURKE: So those things are a portion of the 20 that we're talking about and that doesn't include further down to the Bogh t Study?

MR. GRASSO: Right.

CHAIRMAN O'ROURKE: Okay, just so that I'm clear.

MR. SARGENT: We've hit on question six that was a cost issue.

Seven we've also hit on, which was the long term recommendation for Dunsbach Ferry Road.

Question eight had to do with looking for additional back up from CDTC about the diversion associated with Dunsbach Ferry Road.

We did reach out to them again and ask them to confirm and they stand by their diversions. They said that the assumed model which was their regional demand model, which they are obligated to maintain as part of their federal obligations of an MPO, indicates that when the new connector road was built, it would divert traffic in a fashion consistent

with existing counts. That is, it will not increase east/west or north/south traffic through the corridor or into the Johnson Road neighborhood.

So, in boiling that down it means it's going to divert traffic from the critical 9/9R intersection to the new light. It's not going to bring traffic into the area. It's not a regional road that is going to attract new traffic.

CHAIRMAN O'ROURKE: And then theirs is going to be no left turn at 9R/9 south.

MR. NADOLNY: No, you can still do it but the amount of traffic will be much less because people have the option of using the bypass.

CHAIRMAN O'ROURKE: Why would we take up cycle time? What sense does that make?

MR. SARGENT: Well, if you go shopping at Walmart and you live in the old New Loudon Road neighborhood and you want to go home –

MR. GRASSO: Actually that question was asked of Mark Kennedy. He would not permit a total restriction of left turns onto 9R from Route 9 southbound. There are other cars that

can come on to the network and not use the bypass. There are other businesses there. There's the Acura dealership, but he was adamant that he would not fully restrict left turns onto 9R off of Route 9. So, we can shorten up the lane there and we can predict that there is not going to be many vehicles that are going to do that because they're going to be encouraged to use the bypass. We can't predict that everybody is going to use the bypass. Not everybody that comes down there is not going to want to take that left. Then, you create an unsafe situation.

MR. SARGENT: The final question had to do with the concept of the new road and how the intersection light looked.

Again, this could be a signal or a roundabout. We've shown it here conceptually as a roundabout just to see how it would lay out. We talked about the constraints and the difficulties of actually building a roundabout here. Because of the property and the acute angle of Johnson Road – we're not convinced that this is the preferred alternative, but we did lay it out to understand what the impact

would look like. You have a copy of that in your handout also.

MR. GRASSO: So with that, we're at the end of the hour. We like the board to take some more time and go through our responses and see if there are additional follow up questions for us to answer.

In terms of the overall process, the next step would be for us to put together a report that encompasses all of the work that's been done as part of the update. It identifies all of the improvements. It identifies the costs for all of the different improvements. Then get that in the hands of the Planning Board and make it available for public review.

The next step of the SEQRA process would be for us to put together an amended statement of findings that references the document that we referred to which would become part of the official statement of findings; assuming that the statement of findings gets adopted by the Planning Board. If the report is acceptable, it can be a document that you can review projects against in the future and they will be required to comply with the new statement

of findings.

MS. VAIDA: I have another question. The summary does assume the roundabout.

MR. SARGENT: The last table has a signal or a roundabout. The last level of service summary table has a signal or a roundabout. It shows it both ways, which was the table that we started with tonight. In the lower right hand corner is the level of service summary; table three. It is the 9R/Johnson Road bypass as an overall level of service B for the signal. There will be 16 seconds of delay. That has an R for roundabout and it has an overall level of service of B with 11 seconds of delay.

MR. GRASSO: From a traffic impact scenario, the roundabout works. Mark talked about that there are some other constraints out there that you can deal with when you talk about the roundabout; the area, the impact on the adjacent properties, a commercial plaza across the street that has to be maintained. Those things have to be worked out and may land us to recommend a signal as opposed to a roundabout. From an operational standpoint, it

works. It doesn't create a queuing problem at any other intersections. Those are things that we wanted to vet out first.

CHAIRMAN O'ROURKE: Thanks, Joe. Thanks, Mark.

(Whereas the proceeding concerning the above entitled matter was concluded at 6:59 p.m.)

CERTIFICATION

I, NANCY STRANG-VANDEBOGART, Notary Public in and for the State of New York, hereby CERTIFY that the record taped and transcribed by me at the time and place noted in the heading hereof is a true and accurate transcript of same, to the best of my ability and belief.

NANCY STRANG-VANDEBOGART

Dated March 31, 2010