**I-87 Multimodal Corridor Study**

**Corridor Study - Fact Sheet #4**

**www.dot.state.ny.us/i87multimodal**

**July, 2004**

---

**Important Dates:**
- Annual Quebec-New York Border Summit Meeting— to be held late September or early October. For more information visit: [www.quebecnewyorkcorridor.com](http://www.quebecnewyorkcorridor.com)

**Current Study Activities:**
- Completion of Tech Memo #4
- Development of Final Report: Corridor Strategic Plan
- Development of the I-87 Study Newsletter: “The Four Smart Transportation Concepts”

**Study Advisory Group Meeting Held in June**

The 4th meeting of the Study Advisory Committee (SAG) was held in mid-June in Albany. This meeting was attended by over 50 SAG members. Mr. Timothy Gilchrest, Director of NYS DOT’s Office of Policy and Strategy, began with a presentation that explained the importance of this Study for NYS DOT. Consultant Project Managers, Dr. William Crowell of Parsons and Mr. Thomas Karis of Clough Harbour followed with an overview of the Phase II projects and a discussion of the overall strategic vision for the corridor that is being developed as a component of this Study.

---

**Study Progress**

The Study is in the final component of Phase II. An overall Strategic Plan and Vision for the Corridor is being developed. Drawing on the initial “Long List” of potential projects in the corridor, as presented in “Technical Memos #2/3: Existing Conditions and Opportunities” and on the results of the short list studies, the Strategic Plan will indicate the steps to be taken to further the four key smart concepts of the Study:

- Smart Highways
- Smart /Safe Driver
- Smart Freight
- Smart Public Transportation

A final study newsletter will be developed to summarize the Strategic Plan and Vision and present the projects identified within the four smart transportation concepts.

---

**Study Process**

1. Establish Study Goals & Objectives
2. Collect Available Corridor Data
3. Establish Existing Corridor Conditions
4. Develop “Long List” of Corridor Concepts
5. Refine “Short List” of Project Concepts
6. Define, Assess & Prioritize Concepts & Complete Strategic Plan

---

**For more information contact:**

Maurice Rasheed, P.E.
New York State Department of Transportation
Mobility Management Bureau
1220 Washington Avenue
Albany, NY 12232-0429
mrasheed@dot.state.ny.us

Or email the study team: info@i87multimodalstudy.org

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
PIN S002.01 D012222

---
THE CORRIDOR STRATEGIC PLAN

The overall goal of the strategic plan is to develop a “smarter” corridor. The strategic plan will identify opportunities to manage and improve the overall mobility of the corridor for the movement of people and goods via a variety of modes. The plan focuses on the corridor’s four principal travel markets:

- **Intercity Passenger** – longer distance trips made for a variety of personal and business trip functions. With longer distance comes a broader range of modal options (air, rail, auto, bus).
- **Commuter** – shorter daily journey-to-work trips, usually by car and compressed along routes leading to and from major employment centers.
- **Tourist** – trips to the Corridor’s important recreational and natural areas attracting travelers from throughout the Northeast and beyond.
- **Trade** – involves truck, rail and other freight trips, including those along the corridor and those across the Champlain-Lacolle-Rouses Point crossings, facing heightened security requirements.

Development of the strategic plan started with the identification and evaluation of potential projects for the corridor and an evaluation of corridor needs and opportunities. An initial “Long List” of potential projects was developed during the first phase of the study. These projects were identified through meetings with the Study Advisory Group, technical working sessions, focus meetings with various agencies and groups, and by the study team through research and evaluation of existing conditions within the corridor.

The Long List was then evaluated based on the overall goals of the study. The initial evaluation of the list of projects did not consider projects currently being developed or implemented by NYSDOT, other agencies, or constituencies. Additionally, some Long List projects had already been explored sufficiently, and were not subject to further analysis. Instead, the focus of Phase II of the Study was to identify specific projects that could “jump start” or develop synergistic relationships with projects already being considered in the corridor. The final Corridor Strategic Plan, which will be released in September 2004, will tie together ongoing efforts in the I-87 corridor and the priority implementation projects identified during Phase II into a coherent, “Smart Corridor” vision that integrates existing and cutting-edge technology to serve the needs of the corridor’s travel markets.

The following pages of this Fact Sheet present a brief overview of the priority implementation projects identified by the Study Team during Phase II.

---

US-CANADA BORDER QUEUE DETECTION SYSTEM

Related Corridor Vision: Smart/Safe Traveler and Smart Highway

**Project Description:** This project would enhance the existing system to inform northbound travelers in advance about queue duration (length of waiting line at the border), which can be 1.5 miles or greater.

Key project components would include:

- Queue Detectors to detect waiting lines in highway lanes.
- Flashing Beacons to warn motorists of impending queues.
- Variable Message Signs (VMS) to inform drivers about queue duration, with bilingual (English-French) messages.
- TRANSMIT readers (using E-Zpass) to estimate traffic speeds and queue duration.
- A tie-in to the Information Exchange Network (IEN) to make information available to drivers at kiosks or on-line.

TRUCK PARKING SUPPLY MONITORING

Related Corridor Vision: Smart Freight and Smart/Safe Traveler

**Project Description:** This project will use electronic signage and detection systems to inform truck drivers about parking availability at two existing I-87 rest areas, and identify trucks entering the parking area to check for possible outstanding violations. This project can help reduce truck overcrowding at the rest areas which often also results in trucks parking along the shoulders and ramps.

Key project components would include:

- A non-invasive microwave detector (non-hazardous) at each rest area to count the number of trucks entering the truck parking area.
- A Variable Message Sign (VMS) on I-87 upstream of each rest area to alert truck drivers of parking availability and other VMSs further away to also inform drivers.
- A tie-in to the Information Exchange network (IEN) to make information available to drivers at kiosks or on-line.

SAFE AND SECURE TRANSPORTATION PROGRAM SYSTEM DEMONSTRATION

Related Corridor Vision: Smart Freight

**Project Description:** This would be a demonstration project to create partnerships between government and private companies to improve freight inventory control, prevent theft, and improve States’ inspections of commercial vehicles and drivers. Their collective use of data and technology can reduce both public and private costs for security and inventory tracking.

Key project components would include:

- Petitioning “supply chain” owners and carriers using the corridor to participate in the demonstration program.
- A key goal would be to streamline the inspection and security process by eliminating the multiple transponders (for trucks) and databases used by federal and State agencies.
- Integrating the program with the Customs and Border Protection (CBP) programs for expedited border crossing, including FAST (Free and Secure Trade) program.
EXIT 20 IMPROVED ACCESS AND QUEUE DETECTION

Related Corridor Vision: SmartSafe Traveler and Smart Highway

Project Description: This project will help manage traffic queuing at Exit 20 on I-87, which backs onto the mainline. During periods of peak tourist and commercial traffic, queues create potential safety problems and hinder traffic access to key regional destinations and travel routes.

Key project components would include:
- Flashing beacons along the northbound side of I-87, south of Exit 20 to warn drivers of queues.
- Two permanent Variable Message Signs (VMS) to offer alternative routes.
- Making the information available to travelers at kiosks and online, via Information Exchange Network (IEN).

IMPROVED TRUCK ACCESS to “BUILD NOW NY” SITE

Related Corridor Vision: Smart Freight

Project Description: This project would provide more direct access from I-87 at Exit 18 to several “Build Now NY” sites in Warren County. These are potential development sites targeted for new biomedical and pharmaceutical industries. The project would also relieve congestion along County Route 28, the primary connector to the Glens Falls business district.

Key project components would include:
- Building a two-lane access road between County Route 28 and Luzerne Road, east of and parallel to I-87, to access the 40-acre “Build Now NY” site.
- Improving access to two other parcels between County Route 28 and Luzerne Road.
- Realign Big Boom Road to form a four-leg intersection with the new connector road.

I-87/ROUTE 9 CLOSED LOOP TRAFFIC CONTROL SYSTEM CAPITAL DISTRICT DEMONSTRATION PROGRAM

Related Corridor Vision: Smart Highways

Project Description: This project would improve traffic conditions and safety along I-87 between Exits 5 and 10, along Route 9 in Albany and Saratoga counties, and Alternate Route 7 by improving the state’s incident management system.

Key project components would include:
- TRANSMIT system (reads EZpass, tags) on I-87 and alternate routes to assess vehicle speeds, travel times, and volume on the roadways.
- The use of Variable Message Signs to both alert drivers and divert traffic between roadways when there are long delays due to accidents or other problems on the road.
- Where feasible, increase the coordination of traffic signals in the affected area to improve traffic flow.

ADIRONDACK CORRIDOR PASSENGER RAIL SERVICE IMPROVEMENTS

Related Corridor Vision: Smart Public Transportation

Project Description: This project would improve intercity passenger rail service in the Capital District, expand rail service to Schenectady and Saratoga Springs, and provide better public transit service between the Albany/Rensselaer train station and key Capital District destinations.

Key project components would include:
- Extending one Empire service train daily to Schenectady and Saratoga Springs from Albany/Rensselaer.
- By-pass of Saratoga Springs Yard to allow additional Empire Service to Schenectady and Saratoga.
- Exploring minor service and schedule changes on existing bus routes to improve Albany/Rensselaer Station connectivity.
- Extending the Ballston Spa siding to link with Saratoga Yard by-pass track, creating six miles of double-track capacity.

KENWOOD INTERMODAL YARD EXPANSION

Related Corridor Vision: Smart Freight

Project Description: This project would improve the capacity and productivity of existing intermodal facilities in the Capital District to strengthen the freight market. The project would focus on the District’s largest intermodal freight rail terminal — CP Rail’s Kenwood Yard just north of the Port of Albany.

Key project components would include:
- Creating longer and paved unloading tracks.
- Relocating unused fuel tracks to create room for freight operations.
- Expanding paved parking/storage areas for trucks and containers.
- Relocating yard maintenance and repair facilities.
- Improving access from adjacent roadways, yard security and lighting.

ELECTRONIC SEAL SCREENING AND TRACKING

Related Corridor Vision: Smart Freight

Project Description: This project would increase the efficiency and security of agricultural bonded goods traveling through New York State, using advanced electronic tracking systems. This would affect all shipments entering the United States at the Port of Newark and headed for Canada at either the Champlain (I-87) or Buffalo area (I-90) border crossings.

Key project components will include:
- Modifying the existing Commercial Vision Information and Screening Networks (CVISN) system to support container-tracking capabilities.
- Using this modified CVISN equipment to detect E-Seal trucks as they pass highway checkpoints along I-87 and at the US/Canada border.
3-TIERED TOURIST KIOSK SYSTEM

Related Corridor Vision: Smart/Safe Traveler

Project Description: This project would set up a system of information kiosks to provide real-time information to travelers about specific tourist destinations. This would include information about the availability of space on hiking trails, and allow visitors to reserve space at trail parking areas. The program would help promote the recreation and tourism industries vital to the region’s economy. Initial project components would include a 3-tiered system of kiosks:

- Tier 1 Kiosks located at rest areas along I-87 to give travelers real-time information about destinations in all tourism areas accessible from the I-87 corridor.
- Tier 2 Kiosks located at I-87 interchanges leading to major tourism areas to provide information on destinations within that area.
- Tier 3 Kiosks located at tourism and recreational destinations (e.g. trailheads) where agency staff would input information about conditions at that area.

ADIRONDACK TOURIST DESTINATION SIGNAGE PROGRAM

Related Corridor Vision: Smart/Safe Traveler

Project Description: This project would provide a system of unified signage to direct travelers along I-87 within the Adirondacks to motorist services, shopping, lodging, and other attractions.

Key project components would include:

- Creating an Adirondack Signage Task Force to deal with the issues, problems, and needs of travelers in the Adirondacks.
- Placing “Distance to Service” signs at I-87 exit ramps, to direct travelers to services located greater than three-miles away (current signage covers a 3-mile proximity to interchanges).
- Route 73 Demonstration Signage Project, to create a uniform Adirondack tourist signage system.
- All information at key locations written in English and French and distances expressed in miles and kilometers.

STUDY SCHEDULE

COMPLETE HIGH SPEED RAIL STUDY

- Complete High Speed Rail Study
- Finalize Concept Selection
- Develop & Evaluate Alternatives
- Complete Corridor Strategy
- Prepare Draft Final Report
- Final Report Comment Period
- Revise and Distribute Final Report

PROJECT REPORTS

FACT SHEETS

SAG MEETINGS

NEWSLETTER

NEAR-TERM VEHICLE INSPECTION STATION ON SOUTHBOUND NORTHWAY NEAR US/CANADA BORDER

Related Corridor Vision: Smart Freight, Smart Highway and Smart/Safe Traveler

Project Description: This project will put in place New York’s first comprehensive Commercial Vehicle Information System and Networks (CVISN). This is an electronic screening system that can improve the inspection of commercial vehicles traveling along the I-87 corridor.

Key project components would include:

- Quick start-up of the CVISN electronic screening system at the High Peaks Rest Area in Essex County.
- CVISN would utilize an in-vehicle transponder system allowing some trucks to forego duplicative inspections, saving travel times.
- VMS to inform drivers of an active inspection ahead.
- Use of “Virtual Weight-in-Motion” system to detect commercial vehicles potentially bypassing the inspection station.
- Testing systems for eventual inclusion in a permanent inspection station near the US/Canada border.