

Regional Operations and Safety Advisory Committee

Virtual Meeting Agenda Thursday, March 16, 2023 1:00 p.m. – 2:30 p.m.



1. Introductions/Meeting Attendance

- Carrie Ward, CDTC
- Andrew Tracy, CDTC
- Chaim Simon, CDTC
- Rebecca Odell, CDTC
- Maureen Kuinlan, NYSDOT Region 8 Traffic Signal Engineer
- Ethan Warren, CDTA
- Chris Bauer, CDTC
- Dan Reynolds, NYSDOT Region 1
- Mark Sargent, Creighton Manning
- Andrew Sattinger, NYSDOT MO Safety
- Chris Wallin, City of Schenectady
- Mohammed Ibrahim, CDTC
- Kathleen Bell, EPA Region 2
- Timothy Crothers, FHWA
- Robert Zitowsky, NYSDOT
- Mark Castiglione, CDRPC
- Jim Mearkle, Albany County DPW
- Brian DiPalma, Governor's Traffic Safety Committee
- Aubrey Feldman, Governor's Traffic Safety Committee
- Audrey Burneson, NYSDOT Region 1
- Kenneth Wersted, Creighton Manning

2. Presentation: NYSDOT Hudson Valley Adaptive Traffic Signal Control (ATSC)

- Maureen Kuinlan, P.E.; NYSDOT Region 8 Traffic Signal Engineer
- Summary: ATSC allows for signals to adjust timing based on field conditions. There is specific necessary equipment, and it is best suited for arterials with highly variable or unpredictable demand. ATSC is well suited for corridors that need many different time-of-day plans. However, it is not suitable for all signalized roadways. Often there is demand for adaptive where it is not suitable, and it is not a catch-all traffic problem solver.
- The first adaptive system in Region 8 was installed in 2016 but removed in 2017 due to access issues. The system used was InSync. Since then, all installations have used Synchro Green, which can be adjusted by DOT technicians. These installations have been more successful.
- Maintenance is a big factor, new tech is difficult to maintain. Both technician and engineering training is needed.
 - Prep work needed in advance: fallback coordinated timing plans. Lots of adjustments are needed for first few weeks, fewer adjustments later.
- Overall Hudson valley ATSC installations show reduced travel time.
- Key Considerations before installing adaptive signals:
 - Maintenance by tech and engineers should be considered.

- System will require work to get it operating correctly
 - Make sure you have vendor support before implementation and follow ups after
 - Adaptive signals will be minimally effective on the wrong corridor
- Q and A:
- Andrew Tracy: Any before and after study on adaptive installed corridors? What about safety?
 - Studies were done on the route 4 corridor and Route 32/17 Woodbury, which had three different evaluation periods.
 - No safety studies—if it isn't DOT funded they don't have all reports.
- Mark Sargent: Woodbury— many different adjacent land uses. Was there a study quantifying variability, or was it just assumed variability/based on anecdote?
 - Not studied for adaptive specifically, there was a DDI project that included installing adaptive signaling and this corridor ended up working really well for that.
- Andrew Sattinger: did consultant give crash reduction factor? Any info on decreasing crashes?
 - No one has made the case for improving safety. Only for decreasing delay. Goal is to efficiently move traffic.
- Jim Mearkle: Would it have any application at one highly variable intersection, or do you need the corridor?
 - They say it should work at intersection, but I think it needs a corridor to really have a benefit.
- Tim Crothers: How to implement with signals owned by multiple jurisdictions?
 - They already maintained our signals, and they got a grant to do the work, so the state was on board. They operate and maintain the signals. We have a system where there is a DOT signal and 4 or 5 local signals, we are still not sure what to do there.
 - We could sign agreements to allow another municipality to operate DOT signal or vice versa.
 - We have an existing arterial maintenance program and a permit maintenance program to maintain local owned signals.

3. Additional CDTC Updates:

- Regional Signal Timing Program update
 - Andrew Tracy: Proposals were received. Still in consultant selection process, hopefully will kick off project in April.
 - This project is for 3 signalized corridors in the region (in Albany, Schenectady, and Saratoga Springs), providing timing optimization for each.
- CDTC Work Program update: FY2023-2024
 - AT: The new UPWP for FY2023-2024 is now available on the CDTC website. Updating the Congestion Management Process this year, expect further updates.
- Complete Streets
 - CW: We have compiled a draft complete streets policy. Last meeting, we looked at Binghamton's. Carrie summarized the draft policy document. Andrew T stated that the policy may help guide the ongoing TIP evaluation process update.
- Safe Streets for All Grant:

- CW: \$1.5 million grant to develop safety plan for the region. All municipalities who submitted were combined into one application. We will seek consultant assistance with data analysis, engineering, and public participation.
 - Key deliverable is regional Vision Zero Plan with a list of locations prioritized for specific treatments. Looking specifically at fatal and serious injury crashes.
- Questions
 - Aubrey Feldman: What will public outreach look like?
 - We have said we will heavily emphasize populations most likely to be injured or killed as vulnerable roadway users and that we will consider equity concerns and ensure access to public involvement/outreach opportunities.

4. Partner Updates

- NYSDOT Safety Office
 - Robert Zitowsky: strategic highway safety plan and CLEAR
 - Working toward zero deaths and zero injuries
 - Working group meetings, safety partners meetings
 - Completion date July 1, 2023.
 - Working groups:
 - Vulnerable road users
 - Alternate road vehicles
 - Intersection and lane departure
 - Drive responsibly and aggressive driving
 - Age related
 - Vulnerable road user assessment
 - Required by all states, an appendix in plan. Must consult w local govt, MPO , regional orgs to address vulnerable road users in areas identified as high risk
 - Clear update
 - Data viewer and CLEAR safety (analysis)
 - CLEAR safety
 - Network screening, systemic screening, investigations, highway safety assessment
 - Can specify inputs, CS will assess roads and deliver priority list ranked by potential for safety improvement
 - You can get access as a govt employee by filling out CLEAR access form
 - Also starting to grant access for consultants working for NSYDOT.
 - There is also a CLEAR crash analysis toolbox.
 - There will be a training lead by consultant, also DOT lead trainings
 - Questions
 - CW: will there be a process for MPOs to provide access to consults, not just NYSDOT
 - Yes
 - Andrew Sattinger: Are you planning to use screening tools for Safe streets for all?
 - Yes

- Keep an eye out for systemic screening, which might fit better
- Jim Mearkle: do we need to reapply for access to the new tools?
 - No
- JM: most municipalities rely on consultants, so it would be great if it could be approved by legal.
- RZ: what will consultants be using CLEAR for when working with municipalities?
 - Jim Mearkle: I'm not sure, there's a lot of municipalities.
- Governor's Traffic Safety Committee
 - Aubrey Feldman, Brian DiPalma: Grant program applications are due 5/1. Submit applications on the website. There are grants available for Child Passenger Safety, Police Traffic Services, and General Highway Safety. Check who your program rep is, they can help with questions.

5. Wrap Up and Next Meeting

- Next ROSAC meeting: June 15th, 1:00 p.m.