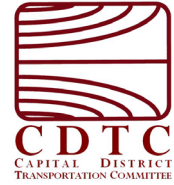


Regional Operations and Safety Advisory Committee

Meeting Agenda Thursday, December 15, 2022 1:00 p.m. – 2:30 p.m.



1. Introductions/Meeting Attendance

- Carrie Ward, CDTC (CW)
- Andrew Tracy, CDTC (AT)
- Chaim Simon, CDTC
- Mohammed Ibrahim, CDTC
- Rebecca Odell, CDTC
- Peter Knutson, Schenectady County
- Ben Wolfe, LaBella
- Ethan Warren, CDTA
- Valerie Deane, NYSDOT Region 1
- Brian Menyuk, NYSDOT ITS
- Bill Trudeau, City of Albany Traffic
- Chris Bauer, CDTC
- Heather Ipsen, City of Schenectady
- Kathleen Bell, EPA Region 2
- Kenneth Wersted, Creighton Manning
- Tom Werner, Clifton Park /Interested Citizen
- Robert Zitowsky, NYSDOT
- Megan Quirk, CDTA
- Mark Castiglione, CDRPC
- Andrew Sattinger, NYSDOT

2. Complete Streets

- Capital District Complete Streets Design Guide
 - Carrie Ward: Advisory committee used other national reference documents to create the new design guide. This is particularly timely with the recent passage of the Bipartisan Infrastructure Law. Summarized content of new guide, including benefits, street typologies and context, and a “toolbox” chapter.
 - Questions
 - Tom Werner asked if trail standards, like Zim Smith, were included in the guide. CW responded this was more street scape oriented. AT recommended Empire State Trail design guide.
 - Ethan Warren asked if there were suggestions on how to modify existing dead-end streets, answer was no.
- Complete Streets policy
 - Carrie Ward: It was recommended that we adopt a policy in New Visions 2040, but there were concerns that it would be difficult to adopt a

comprehensive plan that would apply to rural and urban areas in the region. Given that the Bipartisan Infrastructure Law encourages adopting regional complete streets policy created by CDTC we want to revisit the topic.

- Thoughts on this?

- Ethan Warren: How would this be applied? CW: The Binghamton area has one that applies to new construction, reconstruction, resurfacing activities, local roadways, and other federal funds. Went into detail about requirements for Binghamton CS Policy, including that it specifies an adjacent multi-use trail does not mean the street does not need to serve non-auto modes. CW confirmed that Binghamton still uses it and is considering updating it.
- Ethan Warren: I support CDTC using a complete streets policy when evaluating tip projects.
- Tom Werner: Do we mention CS in current merit TIP Process? AT: Yes, this might take it a step further where if there is a project on a street, we think needs CS it would be a soft requirement.
- Tom Werner: what about state highways? AT: what we've heard from NYSDOT is they are open to CS projects on NYSDOT highways that go through towns and will defer to what the local sponsor wants.
- Bill Trudeau: how will locations with existing CS policies be affected by CDTC adopting a policy? How will the design guide affect it? CW: The guide would likely agree with policy. WT: Saratoga has one too, will we need to be completing projects to a different metric? CW: The guide is broader, it's likely that any project you complete that meets your CS requirements would also meet CDTC's. Ours would likely be much broader, and we are open to other suggestions in lieu of a policy.
- Peter Knutson: With a complete streets policy for the entire MPO, I could see it being difficult to have a policy for all areas of the region. Something that would work for Albany/Schenectady could be overkill or not feasible in even smaller towns of Scotia or Colonie, let alone more rural areas like Delanson or Altamont. AT: That's a good point. We addressed that in the guide and would try to keep context in mind for a policy as well.
- Valerie Deane: How does the requirement regarding multi-use trails work in practice? There is a big difference between someone saying a nearby trail makes on-road improvements unnecessary and building a multi-use path directly in the same corridor like what is being/has been done in Clifton Park, Rexford Bridge, and the Watervliet cycle track. CW: Binghamton's policy says off road trails should not preclude on road facilities and should be used to supplement on road facilities.
- CW: should we draft a policy?

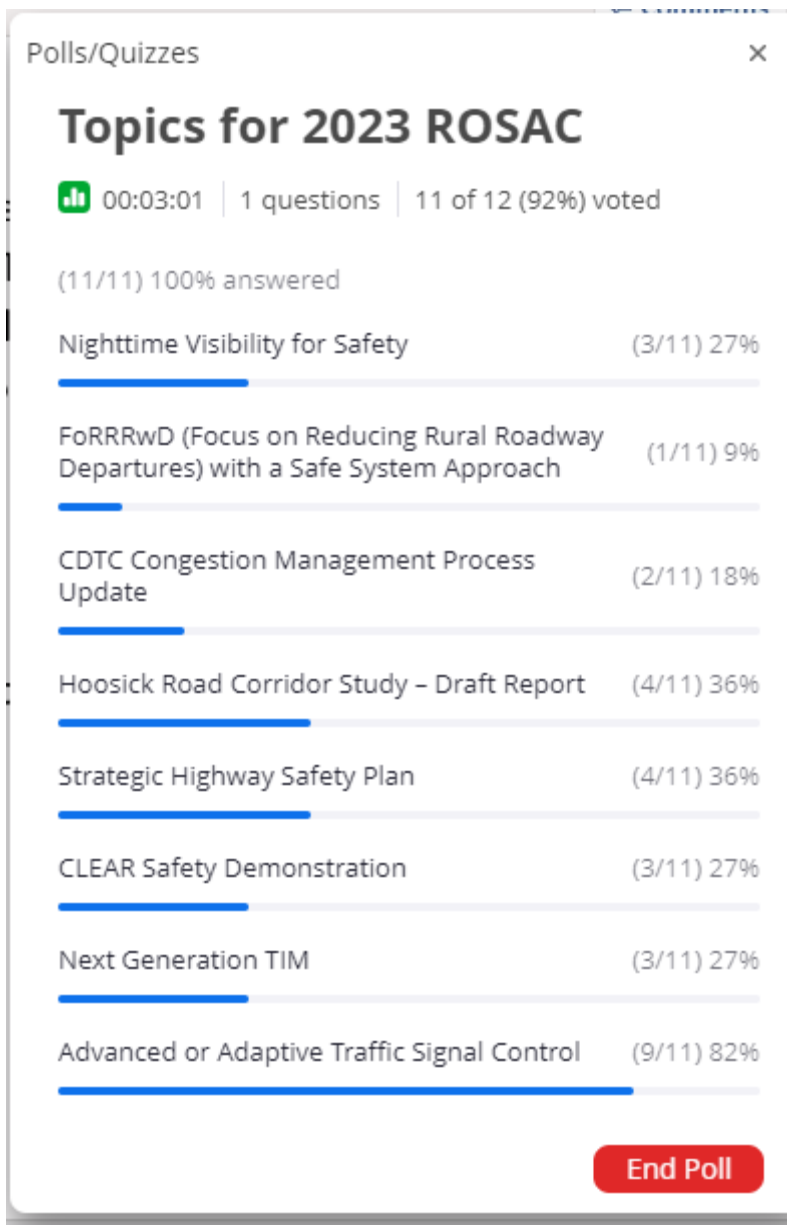
- Tom Werner: Yes, let's make a draft for future policy board meeting
- EW: agrees
- CW: I will work on something broad.

3. Recent Transportation Trends – CDTC Technical Memo

- Andrew Tracy, CDTC
 - Discussed background national trends, and how CDTC set out to find if national trends were reflected in our region. CDTC collected travel data in fall 2021-Spring 2022. Many of our locations had pre-Covid measurements we used to determine trends, including peak hour vehicle decrease.
- Chaim Simon, CDTC
 - We put together before and after sheets to assess the amount of change. If you have count data, we'd be happy to make more comparisons. AT: you can reference the whole report and all before and after sheets on our website.
 - AT: Next steps include further counts, let us know if you have locations in mind that can be counted. Please provide local count data whenever new traffic impact or other studies are conducted.
- Questions?
 - Kenneth Wersted: Are we making any policy changes for data? NYSDOT said to use earlier counts from before the pandemic. Are we at a new normal, a new starting point we can grow from?
 - AT: I think we should establish a new baseline with existing data. We don't know if 2019 data will apply to data we are seeing today, in general we should just use recent data.
 - Tom Werner: have transportation engineers changed ITE traffic generation? That will affect route 9 R/146 projects; we want things to be accurate
 - AT: pre-Covid data in ITE manual is likely less accurate for some businesses (tech industry) that now have some proportion of their workforce working from home. I would like to see ITE consider using big data sources (Google/Apple/Streelight, etc.) to update their trip generation data.
 - Kenneth Wersted: ITE will update trip generation 3-4 years. If there are new studies, it may be reflected in a couple of years.

4. ROSAC Topics for 2023 Meetings

- AT presented the following ideas for future presentations and discussion items:
 - Nighttime visibility for safety, FoRRRwD (rural roadway departures), congestion management, Hoosick Rd corridor, strategic highway safety plan, CLEAR safety, Next Gen TIM (traffic incident management), advance or adaptive traffic signal control.
- Tom Werner: Also, should look into autonomous vehicles as well as roundabouts—what has the local performance of those been?
 - AT: Great topics. I know there is national data but would be good to see what regional data suggests about roundabouts.
- Members participated in a poll with the following results (+1 vote from Tom Werner, who attended in person).



5. Additional Updates:

- State Strategic Highway Safety Plan
 - Trying to incorporate safe systems approach, how seriously to include vision zero language.
- Safe Streets and Roads for All application
 - Fed highway grant release: there were 4 apps in the region. The rules were that any geographically co-located grant applications needed to be one application. Since CDTC submitted one, we were contacted by FHWA to combine app, we resubmitted with Albany, Saratoga Springs, and Watervliet (including Green Island and Troy). The decision is expected to be made by the end of January.
- E-Bike/Mobility Device chart
 - Chart from NYC shows the different types of electric non car vehicles.

- CW: note this is not for enforcement, but good for reference.
- County Traffic Safety Boards
 - CW: I have been attending meetings in Saratoga and Schenectady County. Lots of discussion about E-Bikes, cannabis, and speeding/crashes. Has anyone been to meetings for Albany/Rensselaer Counties?
 - Tom Werner: Is there enforcement presence at these meetings? CW: Attendance has been mostly police.
- Other updates?
 - Robert Zitowsky- we can allow other public staff to log on to CLEAR safety, not just MPO. You can contact me about clear safety
robert.zitowsky@dot.ny.gov.

6. Wrap Up and Next Meeting

- 2023 meeting dates (tentative) – CDTC staff will send calendar invitations:
 - Third Thursday, every three months, at 1:00 PM
 - Thursday, March 16, 2023
 - Thursday, June 15, 2023
 - Thursday, September 21, 2023
 - Thursday, December 14, 2023 (second Thursday)