

**New Visions Regional Operations and Safety Advisory Committee  
Friday, April 30, 2014  
Meeting Minutes**

**ATTENDEES**

Bill Trudeau, City of Albany  
Christopher Lavin, East Greenbush Police Department  
Christopher O'Neill, Capital District Transportation Committee  
Christopher Wallin, City of Schenectady  
Mark Kennedy, NYS Department of Transportation R1  
Mark Pyskadlo, NYS Department of Transportation R1  
Paul Overbaugh, Governor's Traffic Safety Committee  
Robert Cherry, NYS Department of Transportation R1  
Robert Wetmore, Capital District Transportation Committee  
Rocco Ferraro, Capital District Regional Planning Commission  
Sandy Misiewicz, Capital District Transportation Committee  
Sree Nampoothiri, Capital District Transportation Committee  
Thomas Werner, CDTC Policy Board

**Welcome and Introductions**

Chris O'Neill welcomed the group and recaptured the salient points from the previous meeting. The attendees introduced themselves.

**2013-2018 TIP Set-Asides**

Chris O'Neill presented an overview of the TIP Set-aside projects for ITS (RG28), ITS for Local Signals (RG39), and Intersection Safety Improvements (RG124) and stated that there is adequate funding for all projects. The Advisory Committee could give inputs/recommendations to the Planning Committee.

Rob Cherry raised the issue of developer contribution in the context of Ontario St/Delaware Ave intersection project in City of Cohoes. Sandy Misiewicz clarified that the developer is providing the 20% match for the project. Chris O'Neill mentioned that the intersection warrants a signal even prior to the new development and that might be why the City was not able to make the developer pay more. Mark Kennedy commented that a traffic signal at this location is consistent with plans and projects in the corridor and would improve left turns and pedestrian crossings. After discussion, Mark Kennedy suggested that changing the title of RG39

in the future to “Set-Aside for Local Traffic Signals and Coordination” would more clearly state the types of projects this set-aside is expected to fund.

Tom Warner mentioned that the Sitterly Road project is important due to development in the corridor, the route being used as a local bypass for RT146, and the lifespan of the bridge across I-87. He also mentioned that the towns of Halfmoon and Clifton Park must cooperate and collaborate strongly for the success of this project. Because there are medical facilities in the corridor, both existing and expected, he suggested incorporating pre-emption for emergency vehicles in the new traffic signals.

The Advisory Committee made the following comments/recommendations to the Planning Committee:

- The Advisory Committee commented that there is a strong need for a new signal at the intersection of Delaware Avenue and Ontario Street in Cohoes and that this project is consistent with plans and projects in this corridor, including the development of a bike path corridor. The signal will allow pedestrians to cross the intersection comfortably. The Advisory Committee noted that the City match is funded by developer contributions, and encourages use of development funds for future projects.
- The Advisory Committee suggested that because the Sitterly Road project is in a corridor with existing and proposed medical facilities, consideration should be given to incorporating traffic signal pre-emption for emergency vehicles. Comments were also received about the importance of this route as a local bypass to Route 146 and for economic development.
- The Advisory Committee suggested that in the future RG39 could be renamed as “Set-Aside for Local Traffic Signals and Coordination”.

### **HSIP Projects**

Sandy Misiewicz handed out the map showing fatal and severe injury crashes in the region and mentioned that many of these accidents are on local system, especially in the cities. However, there seems to be a lack of project proposals for the HSIP funding. Chris Wallin mentioned that the program requires safety data to show that there is a safety issue. Mark Kennedy suggested that CDTC staff or CDTC hired on-call consultant could provide safety evaluation for the locals similar to Linkage Program. He explained the safety evaluation process followed by NYSDOT Region 1. DOT staff short lists high accident locations every year, screens out those already evaluated in the past 2-3 years, and evaluates the rest in detail (including developing collision diagrams). CDTC could similarly prioritize the work with the help of consultants. He also suggested that the local decision makers should agree that these locations/projects are their priority and request CDTC to look into details.

Tom Werner raised the question of cost for such an effort. Mark Kennedy mentioned that NYSDOT Region 1 has three staff working full time on this task. However, CDTC consultants may require less staff and less time. In reply to Chris Wallin’s query on HSIP eligibility, Mark

Kennedy mentioned that safety warrant at the intersection is eligible while traffic warrant alone is not. The Advisory Committee agreed to pursue this topic further in the future.

### **New Federal Rule on Safety Performance Measures**

Sandy Misiewicz handed out a brief on the proposed rulemaking and summarized the measures (number and rate of fatality/sever injury). The rulemaking also gives MPOs the option of creating their own targets or following State targets. Mark Kennedy mentioned that the State averages might not be appropriate for our area since the majority of population/accidents are in downstate. He also suggested looking into the details of accident patterns and agreeing upon measures that can be effective for a large percentage.

### **ITS Priority Network**

Chris O'Neill presented a brief description of the existing ITS priority network. The network includes four hierarchies: priority expressway corridors, priority arterial corridors (alternates), secondary alternate routes, and priority arterial corridors outside expressway corridors. In the context of the extent of the I-87 corridor, Mark Pyskadlo mentioned that the current consideration of up to Exit 15 is enough. Mark Kennedy mentioned that though TMC receives information up to Lake George, active control is up to Exit 15. He also suggested looking at volume and accidents on roads within the priority network to further develop the hierarchy for funding priority. In reply to Rob Cherry's query on differentiation between categories 1 and 2 vs. 3 and 4, Chris O'Neill mentioned that the hierarchy does not imply that important projects can't be funded in the third and fourth tier locations. For example, Western Avenue signal coordination has been programmed as an important project for many reasons, even though it is not listed as an alternative route for an expressway. Chris O'Neill volunteered to expand the written discussion of the importance of traffic volume and the number of incidents in the priority network for the committee to consider in the future.