

Meeting Minutes



CDTC Regional Operations and Safety Advisory Committee (ROSAC) Meeting Tuesday, November 19, 2019 Meeting Minutes

In Attendance:

Chris O'Neill	CDTC
Sandy Misiewicz	CDTC
Andrew Tracy	CDTC
Peter Knutton	Schenectady County
Christopher Wallin	City of Schenectady
Mark Kennedy	VHB
Tom Werner	CDTC Policy Board
Tracy Balogh	NYS DOT Region 1 Traffic
Mark Castiglione	CDRPC
Leslie Bassett	NYS DOT Region 1 TMC
Valerie Deane	NYS DOT Region 1 Planning
Maureen Kozakiewicz	NYS GTSC
Greg Wichser	NYS DOT Region 1 Planning
Bill Trudeau	City of Albany
Tracy Mance	ACSO/ACTSB

1. Introductions

The meeting began at approximately 1:05 pm. Meeting attendees introduced themselves.

2. CDTC New Visions Update: Operations White Paper

Chris O'Neill of CDTC gave a presentation entitled *Regional Operations and Travel Reliability: CDTC's Congestion Management Process*, in which he outlined the updated Operations White Paper for New Visions 2050. Chris explained that travel reliability is the main performance metric used to guide the CMP. Chris stated that "We can't eliminate all congestion, but we can manage congestion." Chris explained that the white paper has been reformulated to follow the 8-step process recommended by the FHWA CMP Guidebook. The AVAIL tool, a product of the University of Albany, is used to compute a variety of travel time performance measures using data from the NPMRDS (National Performance Management Research Data Set), one of which is PHED (person-hours of excessive delay). Chris presented a map showing PHED on the CMP Network, which includes all major regional roadways. Mark Kennedy of VHB asked if the NPMRDS has volume data, or only speed data, to which Chris replied that the NPMRDS has only speed data, but the AVAIL tool can bring in other data sources to estimate volumes for the purpose of computing PHED.

Chris O'Neill and Andrew Tracy presented the recommendations of the white paper. Chris explained that CDTC should continue to support funding for operations including the TMC,

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traffic signal improvements, and ITS innovations. Chris explained that major highway expansion should not be considered and that the region should consider right-sizing its existing highways. Greg Wichser of NYSDOT stated that he would like to see some mention of treating congestion bottlenecks. Andrew presented examples of ATMS (Active Traffic Management Strategies), including ramp metering, adaptive signal control, dynamic lane control, queue warnings, and transit signal priority. Valerie Deane of NYSDOT stated that some of these strategies, including ramp metering, are part of the Lower Hudson Transit Link project, itself part of the Tappan Zee Bridge replacement. Greg Wichser stated that future all-electronic tolling projects could have concerning effects such as the loss of the 'metering' effect of toll booths, and higher travel speeds at tolls making merge movements more difficult, especially for trucks.

Andrew proposed a Regional Traffic Signal Timing Program to optimize signal timings as a means for improving safety, operations, and reducing emissions on signalized arterials. Peter Knutton of Schenectady County asked if signal removal would be considered, and Andrew responded that it wouldn't be in the scope of the retiming project, but would be worth considering as a separate effort.

Andrew and Chris proposed re-establishing the Traffic Incident Management Committee. Attendees discussed examples of traffic incident response measures.

Andrew proposed that CDTC work with signal operating agencies to compile a region-wide inventory of signalized intersections. This inventory would support infrastructure planning and could be a first step toward developing a Traffic Signal Management System.

Andrew proposed conducting an ITS and TSMO (Transportation Systems Management and Operations) survey to get an idea of which strategies are currently in use across the region. The survey could be used to identify gaps in TSMO adoption along with areas where regional best practices could be shared among agencies.

Andrew proposed conducting a study to classify each signalized corridor in the region based on factors such as volume, capacity, roadway type, transit use, travel delay, and access management in order to determine which corridor-level improvements would be appropriate. Such a study could serve as a roadmap for future arterial improvements. Chris Wallin of City of Schenectady stated that he would like to see region-wide conversations about signal upgrades, and modernization of outdated signal equipment.

Andrew proposed conducting an ATSPM (Automated Traffic Signal Performance Measures) pilot study. Signalized corridors may have many vehicle sensors, and this data can be recorded and archived to provide high-resolution operations data. Utah DOT's ATSPM system was presented as an example.

The last recommendation made was to consider developing a Regional Transportation Systems Management and Operations (TSMO) Plan. Tom Werner stated that he felt getting executive-level buy-in from the CDTC Policy Board would be helpful in advancing TSMO concepts. Chris O'Neill stated that he will reach out to Michael Franchini to see if we could present to the Board.

3. CDTC New Visions Update: Safety White Paper

Sandy Misiewicz of CDTC presented draft materials for the Safety white paper for the New Visions 2050 Plan update. She reviewed Fatal Crashes by county for 2011-2018; Injury Crashes by county for 2011-2018; Pedestrian Fatal and Injury Crashes for 2011-2018; Pedestrian Fatal and Injury Crashes for 2011-2018; Pedestrians Involved in Fatal and Injury Crashes for 2011-2018; Pedestrian Fatal and Injury Crash Apparent Factors for 2011-2018; Pedestrian Fatal and Injury Crashes with respect to Minority Population, poverty levels and limited English language proficiency; Bicycle Fatal and Injury Crashes for 2011-2018; and Motorcycle Fatal and Injury Crashes for 2011-2018. She presented a proposed new safety principle:

“Our region will move toward eliminating transportation related deaths and serious injuries by 2050. This “move to zero” will require creating a travel environment for all users that reduces risk and considers the context of communities.”

Sandy reviewed emphasis areas and strategies. The draft of the Safety and Security White paper will be sent to the Advisory Committee when available.