

# Meeting Minutes



## CDTC Regional Operations and Safety Advisory Committee Draft January 9, 2019 Meeting Minutes

Attendee	Organization
Chris O'Neill	CDTC
Sandy Misiewicz	CDTC
Jacob Beeman	CDTC
Tracy Balogh	NYS DOT
Brian Kirch	NYS DOT
Bryan Cross	NYS DOT
Brian Menyuk	NYS DOT
Tracy Mance	ASCO, ACTSB
Maureen Kozakiewicz	GTSC
Tom Werner	Saratoga County
Bill Trudeau	City of Albany
Alanna Moran	VHB
Wendy Holsberger	VHB
Frank Gross	VHB
Chris Wallin	City of Schenectady

### 1. Introductions

The meeting began at approximately 1:00 pm. Meeting attendees introduced themselves.

### 2. Preliminary Draft product of the Regional Safety Action Plan – VHB

Frank Gross of VHB began the presentation by providing background information about the Regional Safety Action Plan. Frank explained that the plan is designed to be a local version of the State Strategic Highway Safety Plan (SHSP). The regional plan evaluates the six major emphasis areas that were identified in the state SHSP at the local level. Analysis performed in the study is based on six years of crash data from local roads in the CDTC planning area and focused on fatal and serious injury crashes.

Frank then began explanation of the findings and recommendations for each of the six emphasis areas outlined in the plan (Intersection, Lane Departure, Vulnerable Users, Age-Related, Speed, and Road User Behavior). **For specific study findings and crash mitigation strategies related to the six major emphasis areas please see the attached VHB PowerPoint presentation.**

Alanna Moran concluded the presentation with a discussion of the next steps of the Regional Safety Action Plan which includes:

- developing crash rated for local roads based on functional classification

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- Identifying roads with higher than average crash rates
- Develop Final Draft Report based on comments from ROSAC committee
- Final public involvement session

Throughout the presentation there were several questions asked by members of the committee. These questions are documented below.

Chris Wallin – Where does the VMT data used to normalize crashes in each county come from? Chris O'Neill responded that the VMT data comes from NYSDOT HPMS data. Chris W. noted that the City of Schenectady now has cameras at certain locations throughout the city that can count traffic and generally these counts show higher traffic volumes than what is shown in the NYSDOT Traffic Volume online tool. In the future, as more municipalities gain this capability there will need to be a mechanism to share the local data with NYSDOT for project / modeling purposes.

Tom Werner – Are lane departure crashes noted if the vehicles involved were equipped with anti-lane departure technology? VHB noted this information is not included in crash reports, however, vehicle VIN numbers can be used to look up specific technologies that a vehicle is equipped with. Sandy Misiewicz noted that CDTC has done analysis which compared vehicle model year to fatal crashes. This analysis could potentially be used to link how safety features on newer cars are impacting fatal and serious injury crashes.

Tracy Mance – What is a Road Diet? Frank Gross explained that it is a reduction in lanes and or lane width to slow traffic. It can be used as an alternative or in conjunction with speed limit reductions.

Maureen Kozakiewicz – Have you found any correlation between drowsy / fatigued driving and young drivers? Wendy Holsberger of VHB noted that they did not have a specific answer to this question on hand, however, they have developed a series of charts and tables which breakdown the data a variety of ways and these will be included in the report appendices.

### **3. Review of 2019-24 TIP Candidate Project Applications**

Sandy Misiewicz began by giving a brief outline of the Transportation Improvement Program and the availability of approximately \$ 8.5 M in the safety specific funding source, HSIP, over the next 5 years. Sandy provided explanation on CDTC's project evaluation methodology and explained that impact on safety is evaluated for each candidate project regardless of project type.

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Sandy presented individual projects to the committee for their comments based on impacts to safety. The committee had the following comments on the projects below:

### #80 – 146 / Miller Rd. / Tanner Rd. Intersection Improvements

Tracy M. – Noted that an improvement at this location would be better suited now than later due to the lack of development surrounding the intersection.

### #90 – NY 50 Safety Improvements

Brian Menyuk – noted that a consequence of roundabout projects in general is that the ability to make signal timing changes is lost which can be helpful when traffic from a parallel route needs to be diverted.

### #48 - US 4 Over the Hudson River & Canal Bridge Repair

Chris Wallin - noted that depending on the traffic volumes at this location there could be the opportunity to signalize each end of the bridge and convert the bridge to one way traffic + a bike lane for a cost saving alternative.

Sandy made clear that the presentation included projects that could have the biggest impacts on safety in the region but there are many more candidate projects that have safety impacts.

## **4. Regional Safety Set-aside discussion**

Chris O'Neill - noted that there is currently a proposal by NYSDOT to set aside about \$700,000 per year of HSIP money for local projects. However, some of the "big ticket" roundabouts could cut into that amount if they are successful after CDTC staff and planning committee evaluation.

## **5. Other Topics**

Sandy concluded the presentation by stating that an online mapping tool will be available that will provide location, project description, high level crash data, and other relevant information for each of the candidate projects. She requested that members of the committee review the projects in more detail and provide any comments related to safety to CDTC by January 23, 2019.

Tracy Balogh – asked if there is an evaluation form to be filled out? Sandy replied that there is no evaluation form just written comments on the project will be fine.

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Brian Menyuk – asked who conducts the safety analysis to determine whether a project is eligible for HSIP funding? Sandy replied that local sponsors are required to perform the analysis themselves. However, CDTC will help them if they request assistance.

Chris O'Neill thanked the committee members for their time and adjourned the meeting at approximately 2:50 pm.