

Meeting Minutes



CDTC Regional Operations and Safety Advisory Committee September 24, 2019 Meeting Minutes

Attendee	Organization
Chris O'Neill	CDTC
Sandy Misiewicz	CDTC
Greg Wichser	NYS DOT
Tracy Balogh	NYS DOT
Valerie Dean	NYS DOT
Brian Menyuk	NYS DOT
Brian Kirch	NYS DOT
Tom Werner	Saratoga County
Chris Wallin	City of Schenectady
Peter Knutsen	Schenectady County
Mark Castiglione	CDRPC
Tim Crothers	FHWA
Alanna Moran	VHB
Wendy Holsberger	VHB
Monica Ryan	River Street Planning and Development

1. Introductions

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

2. Review the final revisions and comments on the Regional Local Roads Safety Plan

Alanna Moran of VHB explained that public and agency comments on the Local Roads Safety Plan have been addressed. Minor changes were made to the report text to provide clarification. Specific countermeasures were added that could be used to address different conditions. A Response to Comments table was completed to address all written comments.

3. Review Safety Plan engineering task locations

Alanna Moran of VHB presented eleven sites that were reviewed for field investigations, listed below. All four counties are represented, as well as urban and rural conditions.

- 1) Washington Ave/Brevator St-Albany
- 2) Madison Ave/South Swan St-Albany
- 3) North Pearl St/Pine St-Albany
- 4) Old Quarry Rd-Bethlehem
- 5) Stillwater Bridge Rd-Schaghticoke
- 6) Tamarac Rd-Brunswick
- 7) South Shore Rd-Edinburg
- 8) Northline Rd-Milton
- 9) Rock City Rd-Milton
- 10) McClellan St-Schenectady

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11) Crossgates Mall Rd/Rapp Rd-Guilderland

4. CDTC New Visions Update: Safety White Paper

Sandy Misiewicz explained that the safety chapter of the New Visions plan will be updated with the Local Road Safety Plan currently under development, and will be supplemented with data from the state roads in the region as well. She reviewed safety recommendations from the 2040 New Visions Plan. She presented fatality and serious injury data for 2011-2016. She proposed a reworded safety principle as follows:

We can significantly save lives and reduce injuries when we decrease crashes and better respond to transportation emergencies. CDTC's members and local governments can improve regional transportation system safety by creating a travel environment that is consistent with the community context and reduces risk. Safety considerations will be integrated into all investment decisions. Proven safety and complete street strategies will be considered in transportation projects to address safety concerns.

Sandy presented proposed safety recommendations for the New Visions Plan:

- ☐ Develop a Road Safety Assessment (Audit) Program
 - Funding
 - Technical Support
 - Update Template (Road Safety Assessment) Prompt Lists
- ☐ Participate in the Development of Additional NYS Safety Action Plans (end of 2020?)
 - Lane Departure and Intersection
 - Continue to Promote the Pedestrian Safety Action Plan
 - Create lists of risk factors and location characteristics
 - Provide technical support to document and identify sites
 - Identify potential funding opportunities
- ☐ Encourage Local Governments to Adopt Policies that Promote Safe Roadways and Intersections
 - Use Linkage Program for Access Management Plans and other Safety Planning
 - Develop a Safety Technical Assistance Program or add Safety to Existing CDRPC Program
 - Continue to encourage Complete Street policy adoption
 - Continue to support Complete Street workshops
- ☐ Crash Data and Evaluation Support
 - Facilitate training on the existing ALIS application and the CLEAR system when developed
 - Create ALIS and CLEAR system data templates
 - Provide staff assistance with data analysis and HSIP eligibility when needed
 - Track and report on safety project implementation and results.
 - Collaborate with other MPOs via the Safety Working Group
- ☐ Project Funding
 - Provide a clearing house for all safety funding options and resources
 - Continue to assist with completion of funding applications including crash evaluations

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- Continue to monitor new safety funding sources and partnering opportunities
- Education
 - Expand educational materials available on the CDTC website - reflect all six emphasis areas.
 - Support awareness initiatives
 - Support vulnerable road user education
 - Continue to provide educational materials for safety related community events
 - Identify and foster local partnerships
 - Encourage participation in available grants
- Enforcement – Provide Materials to Other Organizations to Support the Education and Training of Law Enforcement.
 - Pedestrian, bicyclist and motorcycle safety training
 - Drivers with declining ability and/or at risk medical conditions
 - Provide consistent and continual training for crash reporting
 - Provide data to support focused patrols in conjunction with educational campaigns

Security

Sandy reviewed security recommendations from the New Visions 2040 Plan and said that this section will be updated. There was a discussion about evacuation planning. Brian Menyuk said that plans have been created to deal with different scenarios. Sandy will follow up with Brian on this topic.

5. CDTC New Visions Update: Regional Operations and Travel Reliability White Paper

Chris O'Neill presented progress so far in updating the Regional Operations and Travel Reliability White Paper. He explained that this paper will also serve as the CDTC Congestion Management Process (CMP) and will be incorporated into the New Visions 2050 Plan. He explained that reliability is an important measure for the CDTC New Visions Plan and for congestion management. He presented a series of charts graphically portraying reliability for all Interstate and expressway corridors in the CDTC region. The Planning Time Index (PTI) was used to measure reliability in each corridor.

Chris O'Neill outlined other parts of the white paper including the planning and investment principle and the recommendations. Some of these focus areas include: continuing to support the regional TMC; incident management; traffic signal technology; adaptive signal control; variable speed limits along the Northway; and other topics.

It was suggested that a new recommendation should be the formation of a traffic incident management committee that will meet regularly and assess management of recent incidents and plan for upcoming events. The importance of signal coordination was also discussed. It was suggested that an inventory of regional signals and coordinated systems should be recommended. Greg Wichser suggested making the white paper as understandable to the public as possible and putting more technical documentation in appendices.

6. **Next Meeting-** The next meeting of the Regional Operations and Safety Advisory Committee is scheduled for Tuesday, November 19 at 1:00 PM.