Virtual Meeting
Thursday, June 9th, 2022
1:00 p.m. – 2:08 p.m.

1. **Introductions/Meeting Attendance**
   Andrew Tracy, CDTC
   Carrie Ward, CDTC
   Chaim Simon, CDTC
   Chris Bauer, CDTC
   Brian Menyok, NYSDOT R1
   Al Karoly, Clifton Park HSC
   Andrew Sattinger, NYSDOT
   Thomas Werner, citizen
   Mark Sargent, Creighton Manning Engineering
   Melinda Acker, Clifton Park
   Bill Trudeau, City of Albany
   Ethan Warren, CDTA
   Mark Nadolny, Creighton Manning Engineering
   Valerie Deane, NYSDOT R1
   Tim Crothers, FHWA
   Robert Zitowsky, NYSDOT
   Tracy Balogh, NYSDOT
   Ben Wolfe, LaBella Associates

2. **Presentation on NYSDOT CLEAR (Crash Location and Engineering Analysis and Reporting)**
   - Andrew Sattinger, NYSDOT

Andrew Sattinger demonstrated some of the functionalities of CLEAR, which is scheduled to go live at the end of June. Andrew explained that CLEAR uses Highway Safety Manual 'Six-Step' methodology. Crash searches can be filtered by crash severity and collision types, road facility type (intersections etc.), and jurisdictions. CLEAR includes a network screening (investigations) tool to find sites that require further action due to crash history. It also contains a systemic crash analysis tool and a work program management tool. CLEAR allows for site analysis with the user choosing countermeasures either at focus areas or along an entire corridor, with the tool estimating the reduction in crashes that will result from the countermeasure. Using the implementation features, projects can be grouped by implementation type. Safety projects that are on the STIP will be available within CLEAR Safety. There is direct connectivity between Crash Query and CLEAR Safety.

Andrew Tracy asked if there will be any training opportunities for CLEAR Safety soon. Andrew S. responded that there will be sessions coming soon that will be recorded and posted on the CLEAR website. Ethan Warren asked whether crash data is exportable to a GIS shapefile. Andrew S. responded that analysis areas and crash data can be exported as a shapefile. Also, polygon shapefiles can be imported to be used as a query location. Tracy Balogh asked if there are going to be two separate training sessions for Crash Data Viewer and CLEAR Safety. Andrew S. responded that the Crash Data Viewer training recording is already posted on the

website and there will be trainings for CLEAR Safety coming up. In addition, documentation and manuals will be published. (https://www.dot.ny.gov/divisions/operating/osss/highway/crash-analysis-toolbox). Carrie Ward asked how an intersection is defined within CLEAR. Andrew S. replied that an intersection includes road segments 100 feet from the intersection node. Crashes within that area are categorized as intersection related. Ethan Warren asked what "possible injury" means. Andrew S. replied that "possible injury" means that the police were not able to determine whether there was an injury at the time of the crash.

3. **Smart Mobility Toolbox Project Update**
   - Jen Ceponis, CDTC
   - Martin Hull, WSP

The consultant team is working on preparing a draft document and complementing online toolbox that outlines advanced transportation technologies and strategies that improve mobility, operations and efficiency in the regional transportation network. These will both include an overview of each technology/strategy, examples and case studies of cities and regions that have experience implementing them, and other info like cost and difficulty to implement. A public review period of the proposed technologies and strategies will include a virtual workshop to gauge the public's comfort and use of technology and opinions on privacy and other issues related to Smart Cities technologies. The ROSAC will be kept updated of the report status and invited to join virtual meetings and provide feedback on the final Smart Mobility Toolbox. Currently, concepts and project information can be found on the project website at https://www.cdtcsmartmobility.com/.

4. **Additional Updates**
   - CDTC Regional Signal Timing Program status update
     - CDTC will work with a consultant to identify signals that could benefit from retiming. Chosen intersections will studied to measure traffic data, model traffic and develop an optimized signal timing plan. Some isolated signals may not need an entire study but will get a quick retiming.
     - Timeline: Collect data in fall, create timing plans in winter, retime signals spring 2023.
   - CDTC Transportation Improvement Program (TIP) status update
     - The Draft 2022-2027 TIP is available on CDTCs website. There is also a map of all TIP projects linked on that page. Policy Board will be meeting to adopt the Draft TIP on June 23. If approved would start public participation period.
   - USDOT Safe Streets and Roads for All (SS4A) Grant Program – Notice of Funding Opportunity (NOFO)
     - Will be administered directly by FHWA for both construction and planning. Construction projects are only eligible if there's an adopted safety action plan meeting the criteria listed in the NOFO.
     - Planning funds will be available to local stakeholders.
     - For information on this and other grant opportunities, visit (https://www.cdtcmpo.org/page/91-documents/transportation-improvement-program-tip/539-federal-transportation-funding-available).
   - State Strategic Highway Safety Plan update
     - NYSDOT is beginning the update process. If you are interested in being in the stakeholder group, contact Carrie Ward.

5. **Wrap Up and Next Meeting**
   - Next Meeting – Thursday, September 22nd at 1:00 p.m.

6. **Adjourned at 2:08 pm.**