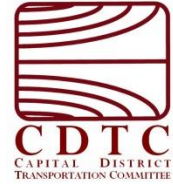


## **Regional Operations and Safety Advisory Committee**

Wednesday, February 11, 2021

1:00 – 2:30 p.m.

### **Virtual Meeting Summary**



#### **In Attendance:**

Chris Bauer, CDTC  
Mark Castiglione, CDRPC  
Jen Ceponis, CDTC  
Tim Crothers, FHWA  
Mike Franchini, CDTC  
Jim Huber, NYSDOT Region 1  
First Sergeant Tracy Mance, Albany County Sheriff  
Sandy Misiewicz, CDTC  
Alex Muro, AVAIL

Joe Seman-Graves, City of Cohoes  
Rima Shamieh, CDTC  
Jordan Solano-Reed, CDTC  
Andrew Tracy, CDTC  
Commander James Rexford, Bethlehem PD  
Aaron V, City of Troy  
Ralph Volpe, FHWA Resource Center  
Chris Wallin, City of Schenectady  
Tom Werner, Saratoga County

#### **1. Introductions**

Sandy Misiewicz welcomed attendees via Zoom and reviewed the meeting agenda.

#### **2. Crowdsourcing for Advancing Operations Presentation**

Ralph Volpe of FHWA presented on Crowdsourcing for Advancing Operations, an FHWA Every Day Counts program. The purpose is to find and promote innovations in operations to DOT's, MPOs and local governments and support their implementation. Crowdsourced data can be obtained through probe data (i.e. cell phones in vehicles), social media apps, vehicle/phone navigation apps, among others and can be used to improve incident management, road weather management, and the management of transit, freight and even bicycle and pedestrian activities. It provides information on sources of non-recurring congestion to assist with identifying strategies to optimize transportation facilities for the movement of people and goods.

Ralph provided numerous examples of how crowdsourced data is used including a real time snow plowing status map, harvesting Waze data to understand traffic flows to improve arterial management, using probe data for traffic detection to quickly identify incidents, a real-time crash digital warning system, disseminating digital data on the presence of emergency vehicles to the public and using speed data to help prevent secondary crashes from incident related backups. The business case for crowdsourcing often comes down to money. Agencies using crowdsourced information are finding they are able to start easing out of roadside infrastructure for operations, reducing maintenance and communications deployment expenses and reducing incident detection times to improve response and traveler information. Ralph provided resources for more information on crowdsourcing from FHWA.

The group discussed how regions get access to crowdsourced information. Is it typically paid for by an MPO or provided by a state DOT? Ralph indicated that transportation management centers often keep their closed circuit television data secure due to potentially sensitive information. However there are numerous types of data sharing agreements that can be developed between different agencies. As an example, Transcom in the New York-New Jersey-

Connecticut metropolitan area collects a lot of data but NYMTC or the North Jersey MPO may have data needs that Transcom can support. Sharing Transcom data that supports the MPOs might benefit both entities instead of buying data. Crowdsourcing can also help agencies implement the next wave or next generation of traffic incident management. NYSDOT's TSMO Plan will likely help move NYSDOT forward with innovations such as crowdsourcing and the question will be how that will feed into the work at the NYSDOT regional and MPO levels.

### **3. MUTCD Proposed Revisions**

A Notice of Proposed Rulemaking: <https://www.regulations.gov/docket/FHWA-2020-0001/document> was issued to revise the MUTCD. Comments should be submitted to the Federal Register docket by May 14, 2021. Among over 600 proposed revisions, 130 are considered substantive.

Sandy Misiewicz presented some of the key proposed changes including the incorporation of traffic control devices with interim approval such as rectangular rapid flashing beacons, green pavement markings for bicycle lanes and red pavement markings for transit lanes. In addition, a traffic signal warrant based on crash experience, ADA requirements for pedestrians and numerous pedestrian and bicycle traffic control devices are also proposed. There is also a proposed new section on automated vehicles, providing agencies information to begin preparing for automated vehicle systems. Finally, updated procedures for posting speed limits are proposed. Compliance dates are proposed for only three devices: low clearance signs, high profile grade crossing signs and highway traffic signals at or near grade crossings. ROSAC members are encouraged to submit comments.

### **4. Local Government Security and Resiliency Resources Discussion**

Sandy Misiewicz led a brief discussion on local government security and resiliency resources. CDTC is seeking data from state, regional and local partners to support the evaluation of Transportation Improvement Program capital projects. CDTC is interested in emergency evacuation plans and routes, flood vulnerability assessments and other mapping that might be relevant. Any plans or emergency manager contacts should be sent to Jen Ceponis.

### **5. Regional Data Collection RFP**

Sandy Misiewicz discussed the data collection RFP to be issued by CDTC this spring. At minimum, 72 hour AADT counts and peak hour turn counts will be collected. Horizontal curve characteristic data will also be collected to support roadway departure crash analysis. In addition, CDTC intends to purchase bike counters to conduct bike counts at various sites in the region. At the April ROSAC meeting, the group will discuss candidate data collection sites.

### **6. Capital Region Smart Communities Roadmap & Best Practices Guide**

Jen Ceponis reviewed CDTC's Smart Communities program and the past solicitation for projects. CDTC's 2020 Smart Communities solicitation did not produce any applications. After internal discussion, CDTC will develop an RFP for a regional Smart Communities roadmap and best practices guide for local governments. Developing a toolbox can help local governments identify opportunities to adopt or deploy new technologies that automate data collection, improve efficiency, expand access to mobility, improve safety and reduce greenhouse gas emissions. CDTC will use the ROSAC or Smart Communities task force members as the study

advisory committee. The guide will also assist local governments with identifying organizational requirements, funding sources and opportunities for coordination and collaboration.

## **7. Additional Updates:**

- Safety Planning – Preliminary 2020 data indicates fatalities are up nationally over 2019 which is alarming as VMT was much lower in 2020. CDTC will be monitoring this data for safety performance measure data tracking. Educational activities may restart in spring if COVID restrictions change. This may be a discussion topic for the April's meeting.
- Capital Coexist Mini-Grant Program Proposals – CDTC received seven project proposals requesting about \$23,000 in funding. The proposals are being reviewed and selections should be made in March.
- Transportation Incident Management (TIM) Committee Status – NYSDOT Region 1 is organizing a kickoff meeting for a new TIM Committee on February 25<sup>th</sup>. A summary will be provided to the ROSAC in April.

## **8. Status of Upcoming Planning Activities**

- NYSDOT Roadway Departure Safety Action Plan Update – NYSDOT continues an internal review of the draft Roadway Departure Safety Action Plan. Release is anticipated in late spring or summer 2021.
- Linkage Program – Three new planning studies were funded for the 2021-2022 fiscal year: Troy's Federal Street Corridor Study, East Greenbush's partnership with North Greenbush to update the Route 4 Corridor Study and the Rensselaer Waterfront Connectivity Study.
- Community Planning Technical Assistance Program – The next solicitation is likely to be issued in April 2021. CDTC and CDRPC are working to complete as many of the 2020 program projects as possible by the end of March.
- Bus Lane Feasibility Study – The RFP has been issued with a March submission deadline. ROSAC will be consulted on some of the bus lane operational analyses. The project is expected to begin in May 2021.

## **9. Wrap Up and Next Meeting**

Sandy Misiewicz reminded the group that if they have any operations or safety issues being dealt with locally or would be of interest to the group to provide them to CDTC. The next virtual meeting is scheduled for Thursday, April 29, 2021 at 1:00 p.m.