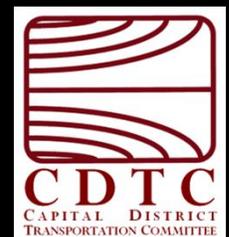


Regional Operations and Safety Advisory Committee

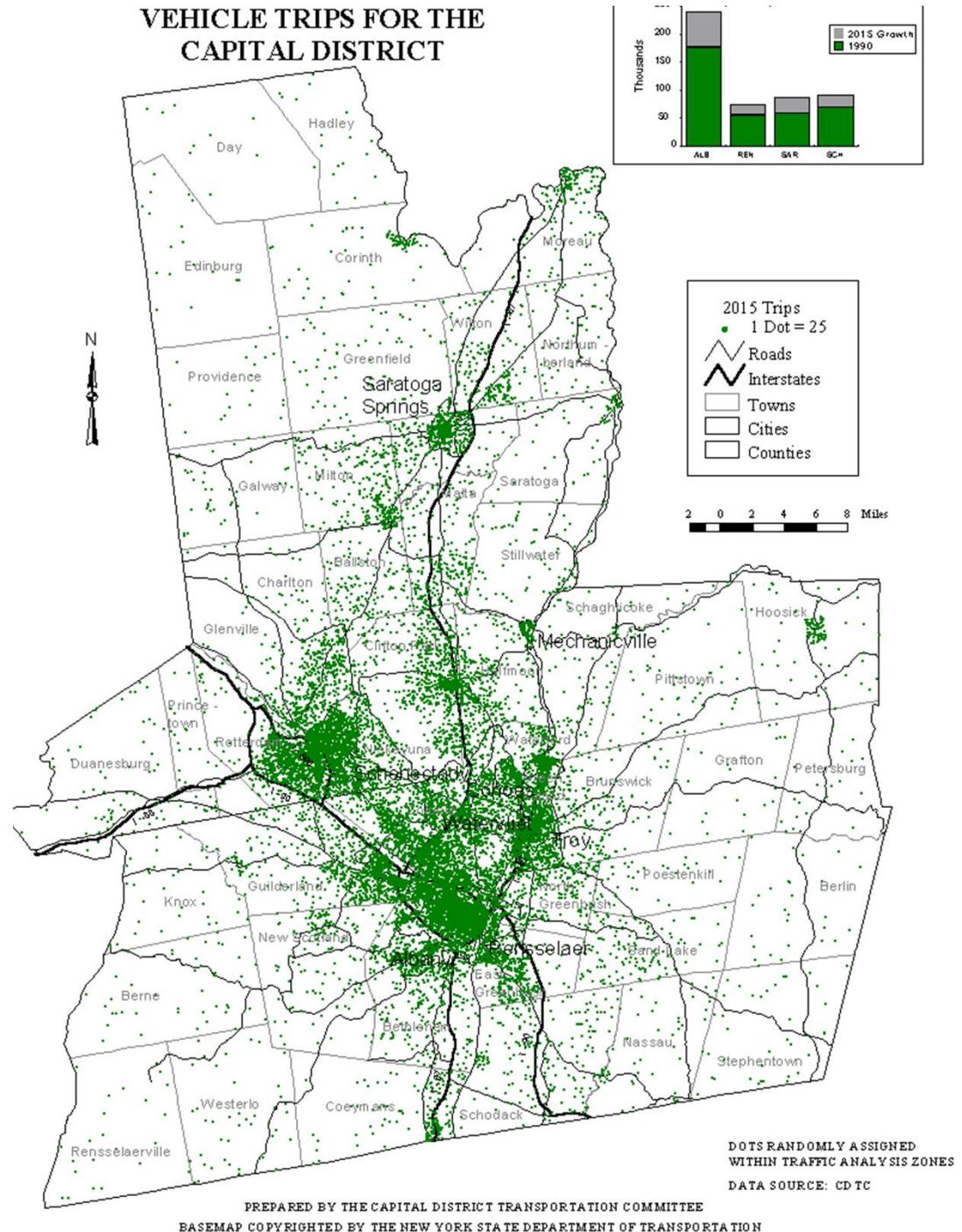


Capital District Transportation Committee



CDTC is the designated Metropolitan Planning Organization (MPO) for the Albany-Schenectady-Troy and Saratoga metropolitan areas. Every metropolitan area in the United States with a population of over 50,000 must have a designated MPO

- Four counties,
- Eight Cities
- 840,000 Population



choosing our

future >

New Visions for
a Quality Region

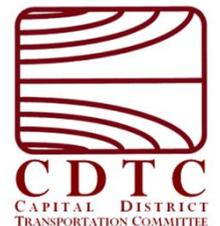
New Visions 2035 **Regional Plan**

**The Plan calls for a
strong livability
agenda—**

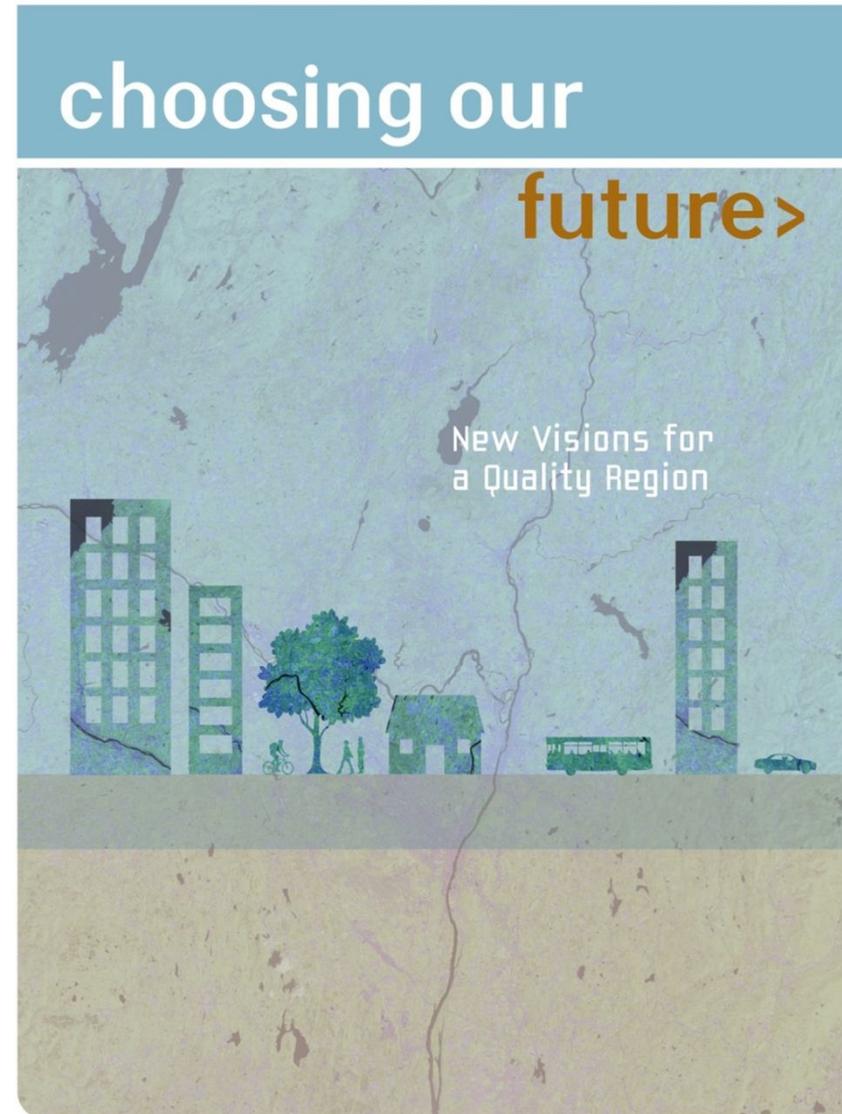
- **land use planning**
- **urban reinvestment**
- **transportation choices**
- **community values**
- **Infrastructure investment**



- CDTC Guides the programming of \$100 million per year in federal aid transportation projects. Projects on CDTC's five-year TIP must be consistent with and help implement the New Visions plan.



- New Visions 2035 is the long range regional transportation plan for the Capital District
- CDTC is conducting a two year process to update the Plan to New Visions 2040
- Emphasis on land use planning and multi-modal transportation supports livability
- An emphasis on public participation in the Plan Update



New Visions 2040 Plan Schedule:

October 2013-June 2014

Subcommittees work on needs assessment, updating priority networks, Interim Working Papers.

February 2014- Hire consulting firm to assist with public outreach, brochures, videos, multi-media

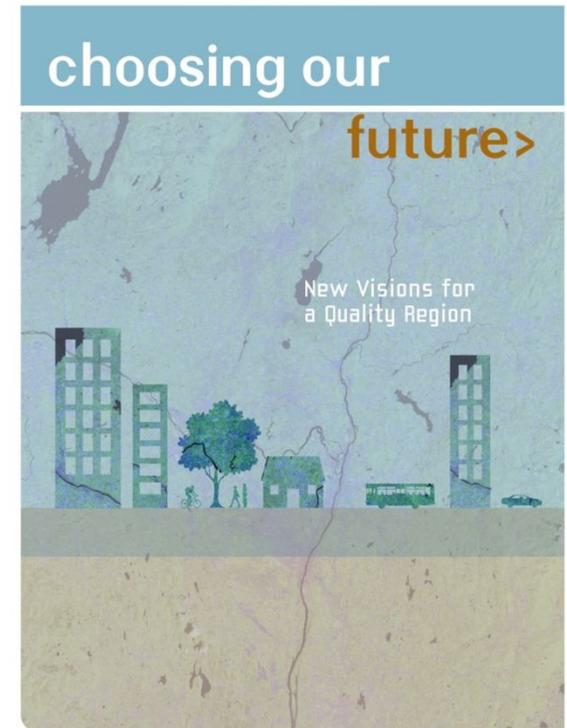
June 2014- Interim Working Papers completed

September 2014- Public outreach presenting initial results and asking focused questions; develop video, use multi-media, surveys

December 2014- Draft Plan completed for public review. Develop public review process that asks questions, ideas, opinions of public. Keep Planning Committee and Policy Board involved in assessing public input and providing guidance

May 2015- Final draft Plan completed; three month public review begins. Develop video and other media to explain the Plan in easily understandable, meaningful format.

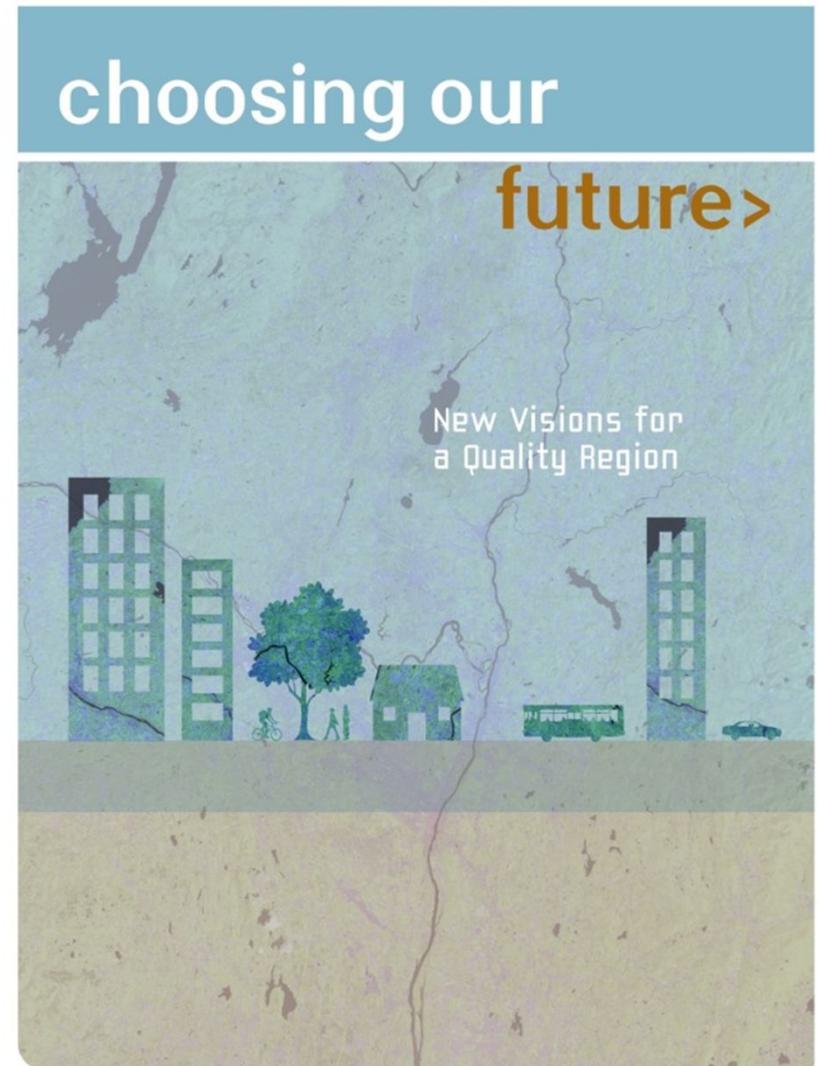
September 2015- Final Plan approval by Policy Board; Public outreach to publicize plan begins



Guidance for Subcommittees:

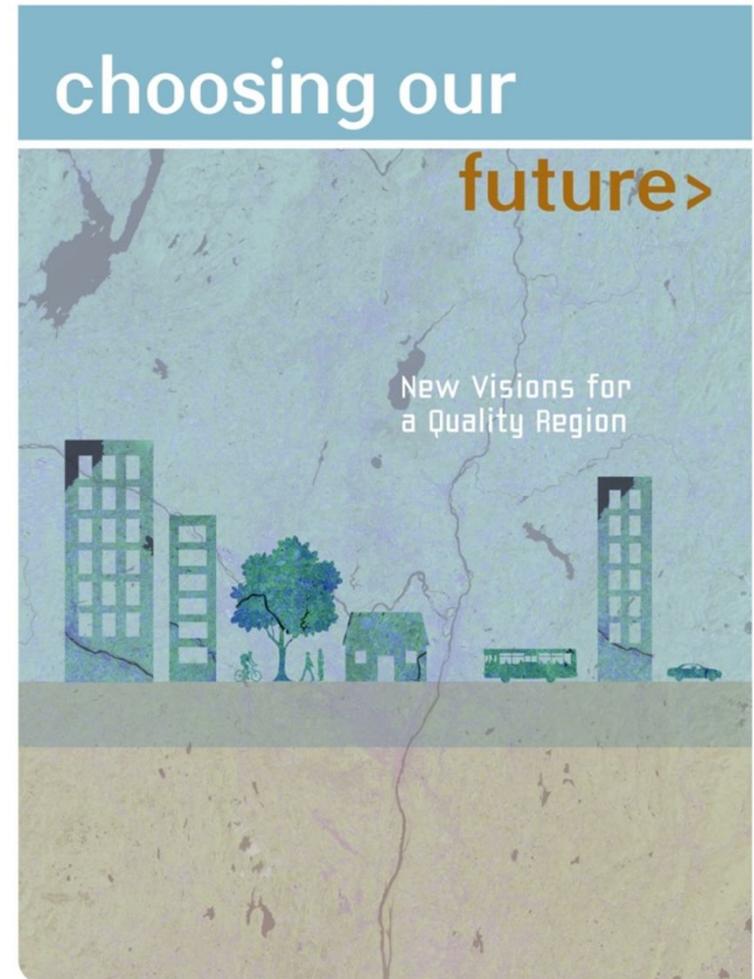
The ROSAC should complete an Interim Working Paper by June 2014:

- Take stock of New Visions accomplishments
- Overview of issues and needs assessment
- Update the priority networks
- Develop performance measures, realistic targets and aspirational targets
- Initial recommendations for funding targets can be included
- *Describe key issues that should be presented to the public*
- Scope that is realistic by June- some tasks may be more long term



The nine subcommittees are:

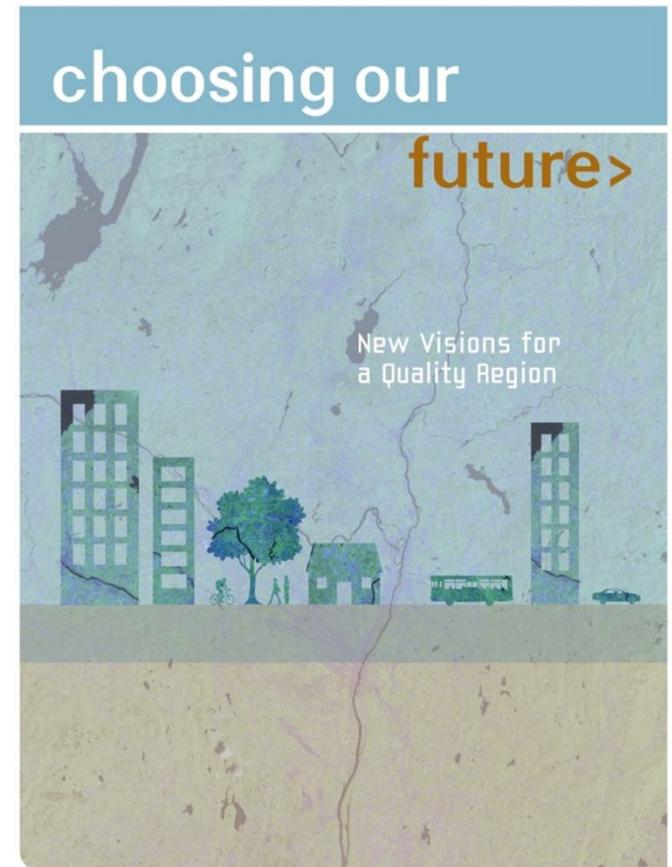
- Quality Region Task Force
- Freight Advisory Committee
- Regional Operations and Safety Advisory Committee
- Infrastructure Task Force
- Bicycle and Pedestrian Advisory Committee
- Complete Streets Advisory Committee
- Regional Transportation Coordinating Committee
- Transit Task Force
- Environment and Technology Task Force



Regional Operations and Safety Advisory Committee

Responsibilities:

- Safety Plan
- Safety needs inventory
- Safety projects
- Review set aside candidates
- Travel and delay data
- ITS Priority Network
- Congestion Management Process
- Security Planning
- Performance measures: critical congestion, reliability, safety.
- Traffic signal maintenance, timing, coordination



- Safety Presentation- Sandy Misiewicz

What does New Visions 2035 currently say about Congestion?

•Management of demand is preferable to accommodation of single-occupant vehicle demand growth.

- **Incident Management**
- **TMC**
- **Operations**
- **CDTC Supports Travel Demand Management (TDM):**
 - Transit, Ridesharing, Guaranteed Ride Home, Park and Ride, Car Sharing

What does New Visions 2035 currently say about Congestion?

In project development and design, other performance measures, such as pedestrian, bicycle and transit access, community quality of life, and safety will be considered along with congestion measures. Trade offs among performance measures will be necessary in many projects. Congestion measures do not have higher priority than other New Visions performance measures. There are times when LOS E or LOS F should be accepted, especially when community context or cost makes it inappropriate to widen the roadway or add lanes at an intersection

What does New Visions 2035 currently say about Congestion?

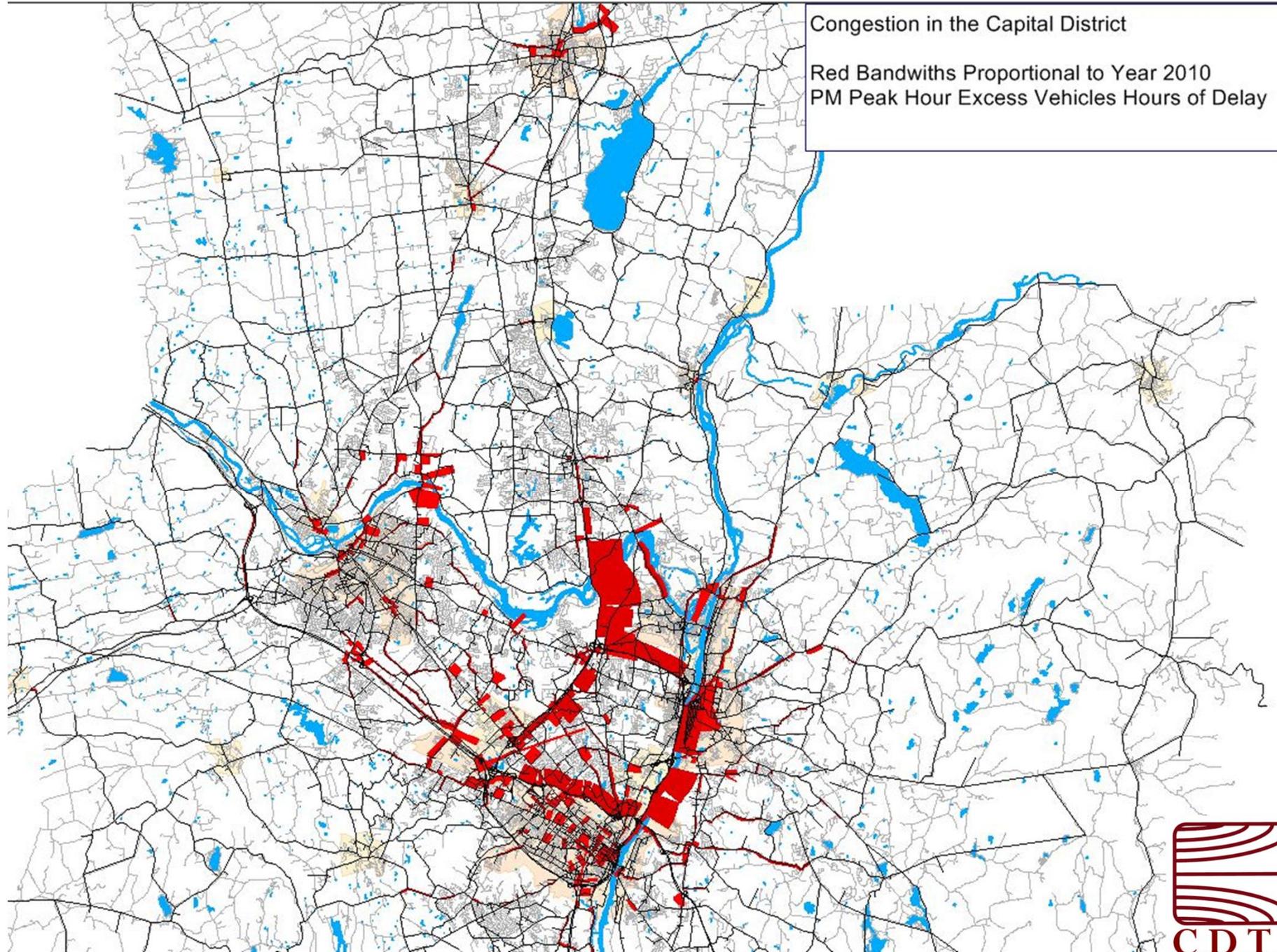
Capital projects designed to provide significant physical highway capacity expansion only when:

- "Critical" levels of congestion are currently present or are expected to be present under short-range (no greater than ten year) forecasts;

Any major highway expansion considered by CDTC will include a management approach

Congestion in the Capital District

Red Bandwidths Proportional to Year 2010
PM Peak Hour Excess Vehicles Hours of Delay



How can we best manage and operate the transportation system?

CDTC's Congestion Management Process looks at tradeoffs between modes and objectives—and emphasizes managing congestion. Efficiency and livability are key.

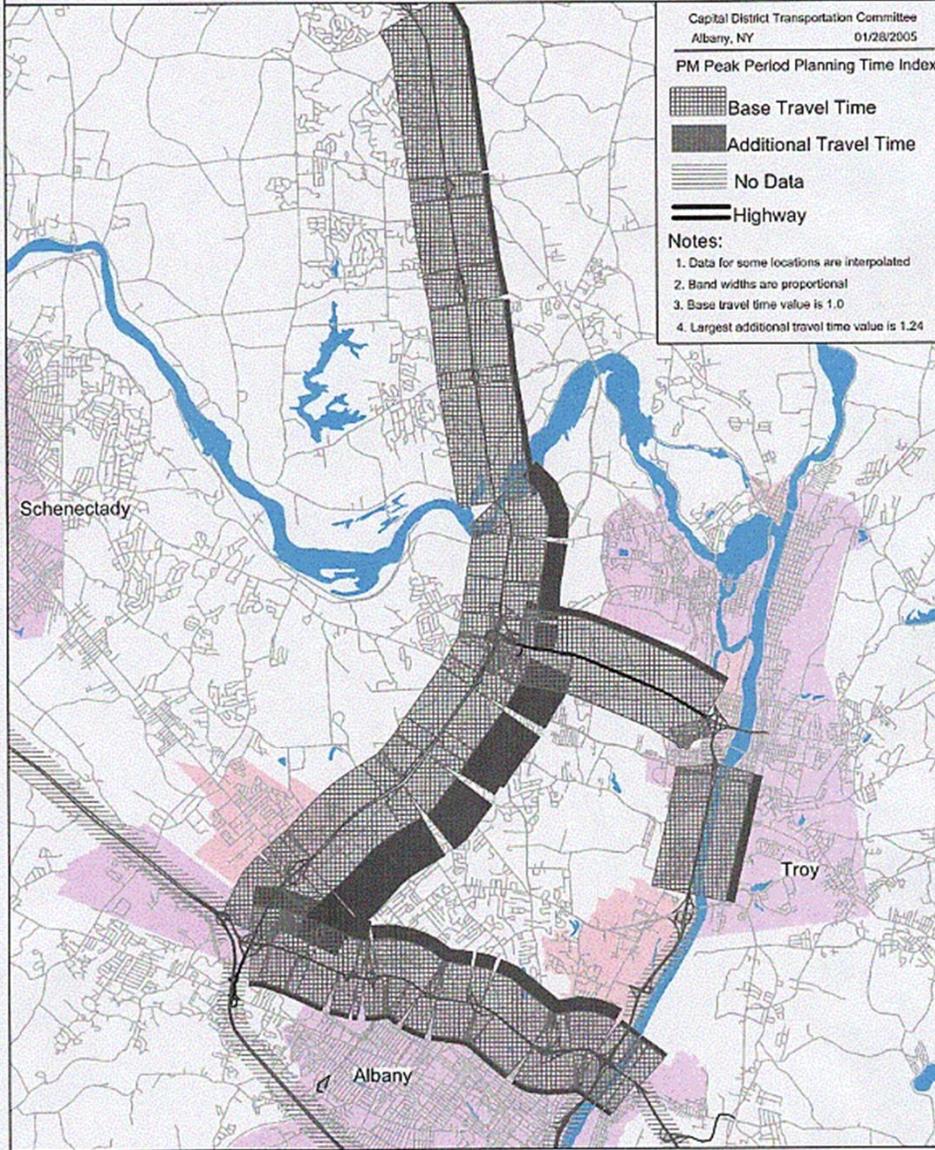


The public process in the New Visions Plan has led us to the conclusion that the public experiences recurring delay as tolerable;

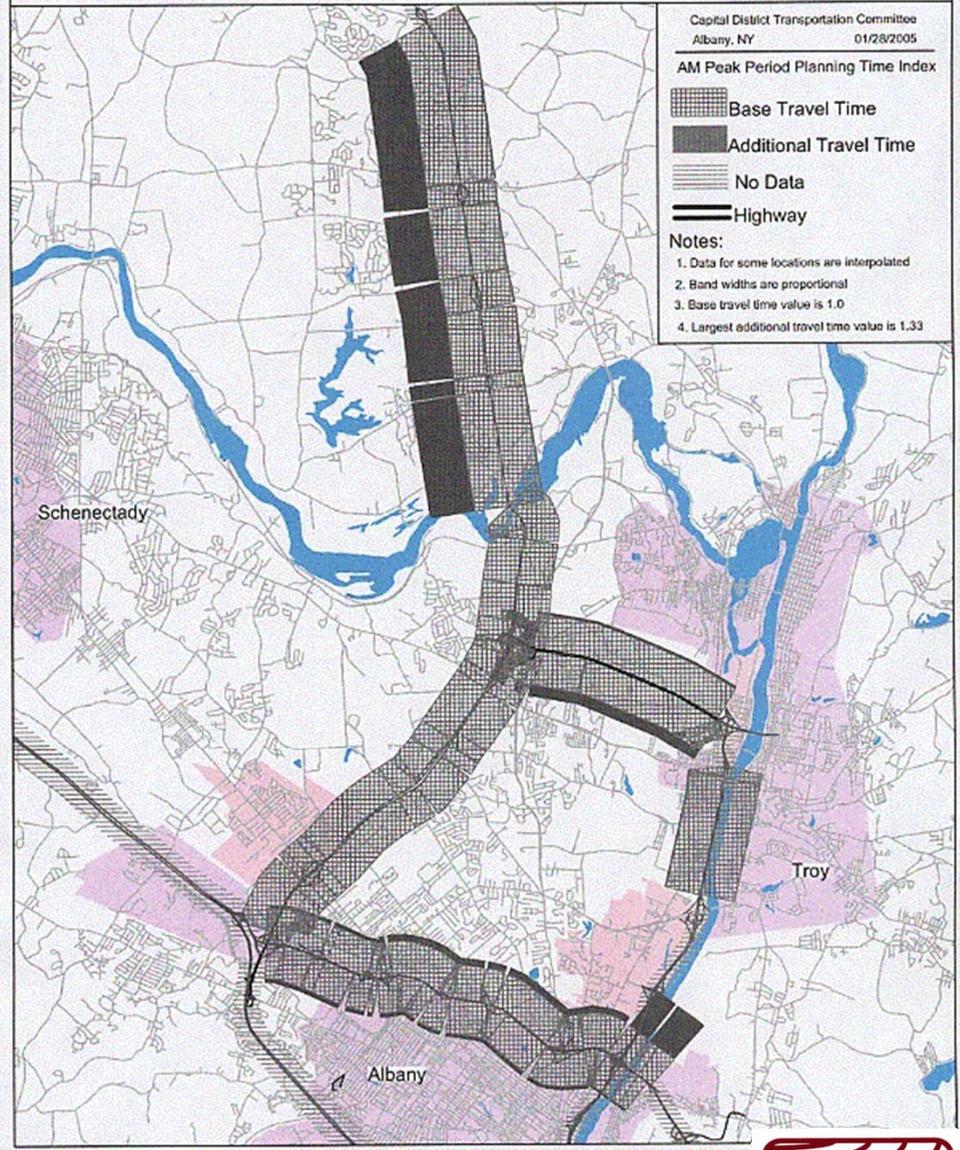


while unpredictable, non-recurring delay is not tolerable.

Map 9: PM Peak Period Planning Time Index in 2003



Map 10: AM Peak Period Planning Time Index in 2003



I-87: PM peak NB: 1.66
 I-90: PM peak WB: 1.37
 I-787: PM peak NB: 1.26
 Alt Rt-7: PM peak WB: 1.20

AM peak SB: 1.46
 AM peak WB: 1.55
 AM peak EB: 1.34



What has the New Visions Plan Accomplished?

- **Funding for the Transportation Management Center (TMC) and Incident Management-** \$2.9 M per year
- **Northway Route 9 Integrated Corridor Management Study-** Adaptive signal control on Route 9 possible- Study is still underway
- **Major Projects-** Fuller/Washington intersection; Slingerlands Bypass Extension; Maxwell Road Relocation; Wolf Road Service Roads; Exit 4 Airport Connector (in progress); Rexford Bridge/Balltown Road (in progress); ASR and WSR in airport area; Round Lake Bypass

What has the New Visions Plan Accomplished?

• Intersection Improvements and Signal Coordination-

- Route 5 TSP/signal coordination;
- Queue Jumpers at the Intersections of Central Avenue with New Karner Road and Wolf Road;
- ITS Transit Signal Priority on Washington and Western Avenues;
- ITS Signal Improvements on New Scotland Avenue;
- ITS Signal Improvements on Pawling Avenue;
- Green Island Traffic Signals;
- Erie Boulevard/Jay Street/Nott Street/Front Street Roundabout;
- ITS Signal Improvements in the Troy's Second Avenue Corridor and in the area around Federal Street, Congress Street, Ferry Street and Fifth Street;

What has the New Visions Plan Accomplished?

• **Intersection Improvements and Signal Coordination-**

- South Broadway/Ballston Avenue Intersection Improvements;
- New Traffic Signal at Intersection of Providence Avenue & Hillside Avenue;

New roundabouts were built at

- Maxwell Road/Albany Shaker Road, Colonie
- Mannix Road/Route 4, East Greenbush;
- Curry Road/Carman Road in the Town of Rotterdam;
- Schoolhouse Road/Krumkill Road in the Town of Bethlehem;
- Fuller Road/Tricentennial Drive in the City of Albany;
- Sand Creek Road/Colonie Center Service Road in the Town of Colonie;
- Route 67 in Malta

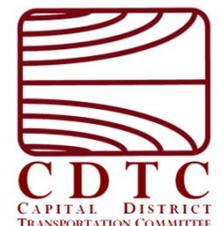
Congestion Performance Measures

- Recurring Delay, Non-Recurring Delay, Reliability
- Traffic counts, modeling
- Update the MIST data summaries using a new software; expressways only
- New data sets are emerging: “HERE” data provided by FHWA for every MPO and State DOT, based on cell phones as probes
 - All NHS roads; speeds every 5 minutes, 24 hours a day, 365 days a year;
 - Monthly updates
 - Truck traffic speeds and auto traffic speeds separate, and combined

CDTC SOLICITATIONS FOR NEW PROJECTS

Applications due January 31.

Project Description	Funding (Millions)
Intelligent Transportation Systems (ITS)	\$ 2.057
ITS Set-Aside for Local Traffic Signals	\$ 1.888
Alternative Fuel Program for non-CDTA fleets	\$ 0.744
Bicycle/Pedestrian Network Set-Aside	\$ 1.637
Goods Movement Set-Aside	\$ 1.250
Linkage Program Implementation	\$ 0.938
Intersection Safety Improvements	\$ 4.166
Pavement Preservation for Non-State Roads	\$ 11.650



- Security Planning- Sreekumar Nampoothiri

Security Planning

- Required by Federal Transportation Act - Moving Ahead for Progress in the 21st Century (MAP-21)
- Natural and man-made incidents
- Assess the vulnerability/resiliency of infrastructure systems and support security strategies and measures
 - monitoring of the system for any failures
 - preparedness for dealing with failures
- Security strategy plan
 - evacuation, routing, sheltering, public education

State / Regional Activities

- NYS Disaster Preparedness Commission (under DHSES)
 - State Disaster Preparedness Plan
 - Local Emergency Planning Committee (LEPC)
 - Comprehensive Emergency Management Plan
- Interagency coordination/ communication
 - CDTC, NYSDOT, NYSTA, CDTA, Other agencies
 - Police, Fire, EMS
 - Health Department
 - Private companies

New Visions Guiding Principle

“Transportation planning and implementation in the Capital District includes examination of security issues and incorporation of security actions that protect lives and coordinate the use of resources and manpower through established plans and protocols; provide services during and after disaster emergencies to aid citizens and reduce human suffering resulting from a disaster; and provide for recovery and redevelopment after disaster emergencies.”

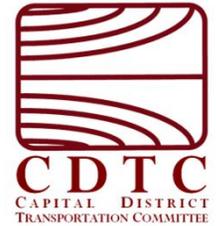
Activities

- TMC funding
- HELP funding
- Regional Operations Committee
- TIP projects (indirect)
- Attend LEPC meetings and review local preparedness plans
- Meet with agencies to provide detour/evacuation plans for scenarios



CDTC
CAPITAL DISTRICT
TRANSPORTATION COMMITTEE

Role of MPOs



Traditional	Convener	Champion	Developer	Operator
<p>Security section in the long range plan</p> <p>May organize committees</p> <p>Primary responsibility elsewhere</p> <p>NYMTC, Boston</p>	<p>Acts as a forum for discussing/ coordinating security plans of individual agencies</p> <p>Primary responsibility elsewhere</p> <p>Atlanta, Philadelphia</p>	<p>Takes lead in regional agreements on operations & emergency planning/ coordination</p> <p>Implementation responsibility elsewhere</p> <p>Los Angeles</p>	<p>Champion + Development of regional operations plan</p> <p>Administer programs</p> <p>Houston</p>	<p>Develop & implement operations strategies, emergency preparedness plans</p> <p>Administer 911</p> <p>Kansas City, San Francisco</p>



Security Planning

- Detour Planning for Incidents
- Model-based Emergency Scenario Planning
- Assist with Transportation Management During Emergencies
- Allocate Fund for Security-related Projects/Programs
- Assist with Recovery and Redevelopment
- Coordinate Activities Across Jurisdictions

Where do you think CDTC should go?