Regional Operations and Safety Advisory Committee
Draft December 12, 2017 Meeting Notes

Attendance: Mike Doody (NYSDOT Region 1), Mark Castiglione (CDRPC), Chris Wallin (City of Schenectady), Bill Trudeau (City of Albany), Regina Doyle (NYSDOT Main Office), Tom Werner (Saratoga County), Brent Irving (CDTA), Tracy Mance (Albany County Sheriff’s Office and NYS TSB), Maureen Kozakiewicz (NYS Governor’s Traffic Safety Committee), Wendy Holsberger (VHB), Sandy Misiewicz (CDTC), Chris O’Neill (CDTC), Jacob Beeman (CDTC).

1. Introductions

2. Regional Safety Action Plan–Scope
   Chris O’Neill explained that CDTC has been very involved in safety planning, and the Regional Safety Action Plan provides an exciting opportunity for CDTC to take safety planning to the next level. This initiative will:
   • tailor the New York State Strategic Highway Safety Plan (SHSP) to the Capital Region;
   • analyze regional crash data in the context of five required performance measures; and
   • will provide network screening on non-State owned roads;
   • will provide CDTC and its local government members with guidance on projects, policies and programs that have been proven to reduce fatal and serious injury crashes and crash rates.

   The Regional Operations and Safety Advisory Committee will be the Technical Advisory Committee (TAC) for the Plan, and the scope includes a great deal of stakeholder outreach and a Regional Safety Summit.

3. Recent Safety Planning and Programming Efforts
   Sandy Misiewicz reviewed the following:
   a. Strategic Highway Safety Plan (SHSP) - NYSDOT
   b. HSIP Annual Report - NYSDOT
   c. New York State Pedestrian Safety Action Plan (PSAP)
   d. PSAP Project Solicitation Update

   The SHSP is the umbrella document. The SHSP emphasis areas are:
   • Intersections
   • Lane Departures
   • Vulnerable Users
   • Age-Related
   • Road User Behavior
   • Speed

   The Regional Safety Action Plan will examine these emphasis areas in our region.
Crash data sources include:

- FARS (Fatality Analysis Reporting System)
- ITSMR TSSR (Traffic Safety Statistical Repository)
  - NYSDMV AIS (Accident Information System)
- ALIS (Accident Location Information System)

Project applications for the Pedestrian Safety Action Plan are due on March 9. We will ask this Committee for input on project applications for the PSAP. The target for Region 1 is approximately $3.49 M; $250,000 minimum for all projects. Regina Doyle said that uncontrolled crosswalks on touring routes are eligible. The State will improve uncontrolled crosswalks on touring routes with local input. The State will improve 50% of State signals over five years; the locals could apply for the other 50%.

Chris Wallin asked if upgrading all school zones was eligible. Sandy said it would be as long as it was related to a systemic approach to pedestrian safety.

4. **Performance Measures and Data**

Sandy reviewed the performance measures for the State and for the region.

Tracy Mance said that the local system does not have mile markers, and we must rely on the officer description such as “one half mile from intersection”. Sandy Misiewicz said that in a corridor study, there is a need to look at crash reports. It the Linkage Study for Washington Avenue, the data is not consistent with police reports. Tracy said that there is a need to educate law enforcement officers about the importance of location in MV104 reports. Regina said that locations with the most crashes get the most funding, which is one reason to focus on accuracy. Maureen Kozakiewicz said that working with major health insurers could be a way to obtain valuable data. Sandy said we will look into this.

Chris Wallin commented that speed is an important factor, but not so much for hot spots. He said that education is very important. For example, many people think they can cross in a crosswalk even when the signal is red. Sandy said that 90% of crashes result from driver behavior. She said that education campaigns such as the see/be seen campaign have been useful.

5. **Regional Safety Action Plan—Next Steps**

Chris O’Neill explained that CDTC staff and the consultant team will be compiling and analyzing safety data in the coming months and will rely on this group to make sure that the data is presented in an understandable way.

6. **Schedule of Meetings in the Coming Year**

Chris O’Neill said that we would like to have about six meetings of this committee in the coming year, on average every two months. The committee agreed to reserve the last Tuesday of the month at 1:00 for the Regional Operations and Safety Advisory Committee meetings. The next meeting was scheduled for Tuesday January 30th at 1:00 PM.