



Meeting Summary

Task 3.22 REGIONAL OPERATIONS & SAFETY ADVISORY COMMITTEE (ROSAC)

Date: May 29, 2025

Start – End Time: 1:00 PM- 2:30PM

Location: 1 Park Place, Albany NY 12205

Facilitator: Carrie Ward

Name	Title	Representing
Carrie Ward	Principal Transportation Planner	Transportation Council
Parker Morris	Transportation Planner	Transportation Council
Alexander Kone	Ass. Safety Team	Cambridge Systematics
Jill Lamanna	Safety Eval Engineer	NYSDOT
Brian Menyuk	TMC Director, ITS Coordinator	NYSDOT Traffic Region 1
Robbie MacCue	Assistant Chief	Colonie EMS
Ethan Warren	Sr. Planner	CDTA
Andrew Sattinger	Safety Program Development Section	NYSDOT Office of Traffic Safety and Mobility, HSIP
Mike Dutre	Admin. of Parks, Open Lands and Historic Preservations	City of Saratoga Springs
Thomas Hulihan	Planning Director	City of Rensselaer
Mark Castiglione	Executive Director	CDPRC
Bill Trudeau	Chief Supervisor of Traffic Engineering	City of Albany
Leah Hines	Injury Epidemiologist	NYSDOH
Chris Wallin	City Engineer	City of Schenectady
Cory Hopwood	Sr. Traffic Safety Engineer	Cambridge Systematics
Susan Barden	Administrator of OPED	City of Saratoga Springs
Maggie Alix	Executive Assistant to the Mayor	Village of Green Island
Dan Webster	Assist Director of Security	Albany School District
Geoff Wood	Director	NYSDOT Highway Safety & Traffic Operations

1. Introductions/Meeting Attendance

Carrie Ward began the meeting with introductions.

2. Public Comment

No public comments were made.

3. Vision Zero Safety Action Plan, Cory Hopwood and Alex Kone, Cambridge Systematics

Cambridge Systematics staff presented the Safety Implementation Program. They are creating a balanced program between Hot Spots and a systemic treatment package at both the local and state level. The team conducted 41 safety investigations at hot spot locations. Larger, stand-alone capital projects are recommended at four of those locations, with a systemic approach recommended at the remainder, including crosswalks, signals, signage, lighting, and ADA facilities. They are actively working with cities and villages to finalize corridor concepts that can also be delivered through safety funding. The State annual work program upcoming for release will also be included. Systemic improvement packages are grouped by facility type, eligibility, countermeasure type and compatibility. They may be implemented whole or “a la carte”.

Within the systemic analysis, the team recommends considering intersection and pedestrian crashes together, as most fatal and serious injury pedestrian crashes occur at intersections. Similarly, focus facility types for roadway departure and speed-related crashes have significant overlap. The team further screened the system by the number of risk factors sorted by Focus Facility for each crash type at the state and local levels. The team previewed an ArcGIS online mapping tool of risk factors from a systemic viewpoint.

The recommended safety implementation program also includes safe routes to school, safe routes to transit, and recommendations related to GTSC’s education and enforcement grants. Roadways directly in front of schools, and collectors/arterials within a quarter mile of those primary streets are highlighted for safe routes to school. Isolated transit stops are being investigated for pedestrian enhancements. They presented primary and secondary countermeasures including improving visibility of crosswalks, lighting and warning signs, among other improvements.

Educational programs include police traffic services, child passenger safety and highway safety grants. The team showed financial data of grants in 2024 by municipality. Future opportunities include motorcycle safety or support of community organizations for improving safety.

Also recommended are regional crosscutting projects supporting HSIP, road safety audits, and data collection of vulnerable road users and emergency response outcomes.

Andrew Sattinger asked if it would be helpful for NYSDOT to pursue highway safety investigations to help local municipalities access HSIP funding. It seems that systemic programming is better for the local system. Carrie Ward asked if the municipality might need to repay HSIP money if a project has not progressed in a certain time frame. Andrew advised that has not been the case. Additionally, Andrew advised that NYSDOT has discussed partnering with municipalities to implement systemic projects on their roadways. A number of attendees advised that this approach would conceptually work for them.

Policy and process priority objectives were presented, including the vision zero target. Robbie MacCue noted the benefits of whole blood transfusions in the field, the difficulty of implementing such a program, and suggested a need for wider partnering to support it.

4. Other Updates:

[In-Motion: The Plan to 2050](#) is ongoing.

The TIP was approved by the Planning Committee and is on next week's Policy Board agenda.

The [Technical Assistance Program](#) has a few recently completed projects. It supports small-scale transportation projects and applications are accepted on a rolling basis.

5. Wrap Up and Next Meetings

- August 28th, December 11th