



## 3.22-ROSAC

Meeting Summary

March 12, 2026, 1:00 PM-2:00 PM

In-person: 1 Park Place, Albany, NY 12205

Virtual: contact Andrew Tracy for Zoom

### Meeting Attendance

| <b>Name</b>         | <b>Title</b>  | <b>Representing</b>   |
|---------------------|---|---|
| Robbie MacCue       | Assistant Chief   | Colonie Emergency Management Services (EMS)                           |
| Mark Castiglione    | Executive Director  | Capital District Regional Planning Commission (CDRPC)                 |
| Ethan Warren        | Senior Planner  | Capital District Transit Authority (CDTA)                             |
| Audrey Burneson     | Transportation Planner  | NYS Department of Transportation, Region 1, Planning Unit             |
| Mary Harding        | Highway Safety Bureau Director, Office of Traffic Safety & Mobility | NYS Department of Transportation, Region 1                            |
| William Fitzgerald  | Transportation Analyst  | NYS Department of Transportation, Region 1                            |
| Kelley Kircher      | Assistant Regional Traffic Engineer                                 | NYS Department of Transportation, Region 1                            |
| Christina Akey      | Public Health Educator  | NYS Department of Health  |
| Jennifer Hogan      | Section Chief, Injury Prevention Programs                           | NYS Department of Health  |
| Mary Tanner-Richter | Deputy Commissioner for Traffic Safety and Investigations           | NY Department of Motor Vehicles / Governor's Traffic Safety Committee |
| Jessica Cooley      | Highway Safety Program Analyst                                      | NY Department of Motor Vehicles / Governor's Traffic Safety Committee |
| Jesse Vogl          | Principal Transportation Planner                                    | LaBella Associates  |
| Bill Trudeau        | Director of Traffic Engineering                                     | City of Albany  |
| Jason Davis         | Director of Safe Schools and Violence Prevention                    | City School District of Albany  |
| Peter Knutson       | Director of Engineering   | Schenectady County  |
| Carrie Ward         | Principal Transportation Planner                                    | Capital Region Transportation Council                                 |



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|                |                                       |                                       |
|----------------|---------------------------------------|---------------------------------------|
| Andrew Tracy   | Director of Transportation Operations | Capital Region Transportation Council |
| Ethan Townsend | Transportation Planner                | Capital Region Transportation Council |
| Adam McCarvill | Transportation Planner                | Capital Region Transportation Council |
| Leah Rye       | Administrative Specialist             | Capital Region Transportation Council |

### **Introductions/Meeting Attendance**

Meeting started at 1:02. Andrew Tracy welcomed the group. Those attending in person introduced themselves, then those attending virtually introduced themselves.

### **Public Comment**

No comments.

### **NYS Route 7 Corridor Study "Safe on 7"**

Jesse Vogl, Principal Transportation Planner from LaBella Associates gave a presentation and showed a PowerPoint. The NYS Route 7 Corridor Study is a linkage study that was initiated by the Town of Niskayuna in conjunction with the Transportation Council's linkage program. The study area is a 3.5-mile corridor from St. David's Lane to the Niskayuna-Colonie border. The focus of the study is on safety and multimodal improvements.

Jesse provided an overview of the existing conditions and showed maps with "hotspots" of crash density areas and locations of injuries and fatalities resulting from crashes. Initial public engagement efforts showed that pedestrian safety/comfort and vehicle safety/comfort were the two most important concerns from the public. The third most important concern was traffic congestion/capacity. Three key goals were developed from the first round of public engagement: reduce high speeds, provide safe access to NY 7, and improve bicycle and pedestrian connectivity.

The public subsequently had an opportunity (via survey) to rate the importance of various design elements that could be installed/implemented to address concerns. The two most important elements identified by the public were new pedestrian crossings and coordinated traffic signals. Next in importance were installing a raised median, speed limit reduction, and access management for side streets.



## 3.22-ROSAC

### Meeting Summary

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The following recommendations were developed by the study group: 1) Construct a continuous raised median with planned breaks on Route 7 from St. David's Lane to Rosendale Road; 2) Incorporate median breaks; 3) Construct a multi-use path on the south side of Route 7 from St. David's Lane to Rosendale Road; 4) Reduce side street turning radii by constructing curb extensions; 5) Install and improvement existing lighting throughout the corridor; 6) Pursue trail connections to the Route 7 corridor, and; 7) Consider future leading pedestrian interval (LPI) signal phasing.

The following recommendations for further study were developed by the study group: 1) Establish a gateway at the interchange between the crosstown connection and Route 7, and 2) Implement reduced speed limit throughout the corridor. An overview of the plan for implementation of recommendations and anticipated costs was provided, including an implementation strategy comparison which demonstrates that a comprehensive corridor transformation approach is the most cost-effective and timely strategy. There are a variety of federal, state and local funding opportunities that could be pursued to assist in funding implementation of the various recommendations.

Andrew Tracy indicated that a raised median comes up as a good road treatment for various problems in a lot of studies that the Transportation Council conducts. There is usually a lot of discussion around who will take care of the median and its landscaping, how it will affect emergency vehicles, and how it will affect snowplow operations. Was there any discussion related to those concerns with this study?

Jesse responded that those concerns did come up. He believes that right now Schenectady County is responsible for maintenance, but the town does contribute to the funding. It is understood that additional medians will come with additional costs. Regarding emergency services, there is a fire district on the corridor. They were less concerned with the median because there are multiple lanes, which would still allow drivers to pull over for emergency vehicles. There was more concern with the ability to turn left, so it is important that U-turn movements be able to accommodate fire district vehicles.

Jesse indicated that there is a website for this project. The final report has not yet been uploaded but is expected soon. The website is: <https://safe-on-7-labella.hub.arcgis.com>

### **Other Updates**

#### A. [Roadway Departure Safety Action Plan solicitation](#)

Carrie Ward indicated that solicitation for Roadway Departure Safety Action Plan (RDSAP) funds is open again. The due date is April 17<sup>th</sup>. The solicitation process for this round will be the same as it was the last



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time around. Specific amounts of money had been set aside for each of the four counties (Albany, Rensselaer, Saratoga and Schenectady) for the first solicitation round, but not every county applied for funds or was awarded the full amount for their county in the first round. With this re-solicitation, the goal is to award and spend the remaining funds that were allocated to the various counties. However, a county that already received all (or more than) their allocated funds in the first solicitation round can still apply for more funds with this re-solicitation, as it is possible that once again, not every county will apply or will be awarded the full amount for their county. No applications were received from Albany or Schenectady County in the first solicitation round, so anyone within those counties should definitely consider applying.

Carrie indicated that NYSDOT has posted RDSAP data analysis on their website. Although there is RDSAP data analysis on the Transportation Council's website as well, Carrie noted that people should be using the data analysis on the NYSDOT website instead. NYSDOT's RDSAP data analysis map can be viewed at: [www.arcgis.com/home/item.html?id=272746d2161341b2a1c5995844ef01cd](http://www.arcgis.com/home/item.html?id=272746d2161341b2a1c5995844ef01cd)

Because the Transportation Council's regional Vision Zero Safety Action Plan is now completed, and roadway departure was one of the plan's focus areas for risk factors, the priority locations in the Vision Zero plan are also eligible locations for RDSAP funding. The map of Vision Zero priority locations can be viewed at: <https://experience.arcgis.com/experience/bdb7715891a1432c95f55a3fba62b483>

Mary Harding confirmed the accuracy of what Carrie had shared regarding the RDSAP re-solicitation. Mary encouraged interested individuals and groups to work with their DOT regional office and traffic and safety groups to prepare a quality application.

### B. [Capital Region Vision Zero Safety Action plan implementation](#)

Carrie Ward indicated that in its recent TIP (Transportation Improvement Plan) update, the Transportation Council included a set-aside for implementation of the Capital Region Vision Zero Safety Action Plan. The plan is that this will be a capital solicitation, but the Transportation Council is open to hearing other thoughts about that. The amount is \$2M over five years. The Transportation Council is open to feedback on how to narrow the solicitation. There are five identified plan priorities. Focus areas could be identified within those priorities to narrow the solicitation. The five plan priorities are: 1) Locations with risk factors for pedestrian, intersection, speed, roadway departure fatal/serious injury crashes; 2) "Safe routes to school"; 3) "Safe routes to transit"; 4) Hot Spots – no recommended countermeasures except; 5) Locations of approximately 40 "targeted safety investigations." Please contact Carrie ([cward@capitalmpo.org](mailto:cward@capitalmpo.org)) with any feedback or questions.



## 3.22-ROSAC

### Meeting Summary

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Carrie indicated that the Transportation Council is co-sponsoring a free webinar on multi-use trails in utility corridors. It is taking place on Friday, March 20<sup>th</sup>, from 10:00 – 11:30 AM. During the webinar, National Grid representatives will discuss how and when to initiate the process and what needs to be considered when planning a trail in their utility corridors. Registration is required and can be done by visiting: [www.capitalmpo.org/trailwebinar](http://www.capitalmpo.org/trailwebinar)

Carrie indicated that one of the recommendations in the Vision Zero Safety Action Plan is to collect speed data. If anyone is working with a school that is interested in improving safety that may be related to speed around their area and would like to have speed data, the Transportation Council can try to provide speed data collection for that school zone. Please reach out to Carrie or anyone else at the Transportation Council for this purpose.

For those areas that recently implemented speed limit changes to 25 MPH, an average of 1-2 MPH reduction has been seen in 85<sup>th</sup> percentile speeds. In the first 2-3 months of the speed limit changes, Albany and Cohoes were showing an initial over 20% reduction in fatal and injury crashes. Adam McCarvill asked for the timeframe in which that percentage reduction was measured. Carrie responded that the timeframes and comparisons were January, February and March of 2025 compared with January, February and March of 2024. Mark Castiglione asked for clarification on what 85<sup>th</sup> percentile means. Carrie responded: 85<sup>th</sup> percentile speed is the speed at which 85% of vehicles are driving slower and 15% are driving faster.

Kelley Kircher indicated that Albany has also instituted a lot of speed cameras. Does Carrie know if Cohoes or Schenectady have implemented something similar? Carrie responded that she is aware that Albany had been installing speed humps as well, and those happened around the same time. Schenectady received approval to install school speed zone cameras, but Carrie believes they are still working on rolling that out, so that hasn't yet been a factor for them in speed reduction. Carrie indicated that speed reductions in Albany are tied to multiple things, not just one.

Audrey Burneson asked if it was possible to isolate the areas where no other changes had been made other than reducing the speed limit, such as parts of Washington Avenue and Central Avenue. Carrie responded that she would need to look back at the data, and she might be able to isolate those areas. Audrey added that she didn't know if there would be a utility for it, but it would be interesting to isolate out the impact specifically of the 25 MPH speed limit on its own, as there are areas of the city where changes other than speed limit reductions have not been made.



## 3.22-ROSAC

### Meeting Summary

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Carrie indicated that the solicitation for Governor's Traffic Safety Committee (GTSC) grants is out. The due date for applications is May 1<sup>st</sup>. The grants are intended to fund police traffic services, child passenger safety, and general highway safety. One of the recommendations in the Vision Zero Safety Action Plan is to organize more coordination among recipients of the GTSC grants in this region. Carrie is planning to put together a meeting for entities that she knows have received grants or have applied for grants. If anyone is working with someone that might be interested in coming to that meeting, please let Carrie know so she can add them to the invitation list.

Carrie indicated that the NYS Thruway Association (NYSTA) is working on their own Safety Action Plan, with the goal of adopting a final plan in Fall 2026. More information is available at: [www.thruwaysafety.org](http://www.thruwaysafety.org)

Carrie shared information about an event called TIMposium 2026, which she found in the list of GTSC grants. NYSDOT will be holding this daylong event in May of 2026. It is designed to train all disciplines of responders in Traffic Incident Management (TIM) principals, involving all levels of responders through peer-to-peer exchange, activities and presentations. Robbie MacCue indicated that the event is being coordinated through Steven Bornt at NYSDOT. Mary Harding shared that the event is scheduled to take place on Wednesday, May 20<sup>th</sup>, from 7:00 AM – 4:30 PM at the Art and Homes Center at the NYS Fairgrounds in Syracuse. The address is 581 State Fair Boulevard, Syracuse, NY, 13209.

### C. [Transportation Alternatives Program Solicitation](#)

(this section was skipped)

### D. [2025-2030 Transportation Improvement Program \(TIP\)](#)

Andrew Tracy indicated that the Transportation Council's regional TIP was approved last September, with the intention of it being rolled up into the Statewide TIP (STIP). The STIP was delayed and was finally approved last month. Since then, Transportation Council staff have been busy applying updates to the STIP. The Transportation Council will be updating the TIP listings on its website soon.

### E. [Technical Assistance Program](#)

Andrew Tracy indicated that the Transportation Council has a few ongoing technical assistance projects that have either wrapped up recently or will be wrapping up soon. The Transportation Council is working with the Town of Colonie on a technical assistance project that is examining the Loudonville Triangle



## 3.22-ROSAC

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(the intersection of Route 9, Osborne Road, Menands Road and Old Niskayuna Road). There has been a lot of prior work done at that intersection by many different agencies, but none of it has gotten a lot of traction. The Transportation Council is collecting new data, rolling up all the prior work that has been done at that intersection, and putting all the concepts that have been developed together in one place. The Transportation Council will work with the town to identify what the appropriate next steps are. The project should be wrapped up by the end of this month. The Transportation Council is also working with the Albany International Airport on a technical assistance project that is looking at the south entrance to the airport on Albany-Shaker Road. This technical assistance effort looks at general concepts and recommendations that were identified in the airport's master plan, which was updated last year. The firm Creighton Manning Engineering is on board to do some modeling of the intersection to see if something like a roundabout would be appropriate there. That project is also expected to be completed by the end of this month.

The Transportation Council also just wrapped up the City of Albany preliminary curbside EV (electric vehicle) charging technical assistance project. Adam McCarvill added that the study was done in partnership with CDRPC (Capital District Regional Planning Commission). The focus of the study was to identify a methodology for citing curbside EV charging. If anyone's municipality is interested in doing a similar analysis, please reach out to the Transportation Council. Andrew added that there is more information about technical assistance offerings on the Transportation Council's website at [www.capitalmpo.org/programs/technical-assistance](http://www.capitalmpo.org/programs/technical-assistance).

#### F. [Troy-Menands Bridge PEL Updated Report and Public Comment Period](#)

Andrew Tracy indicated that this study concerns the Route 378 bridge over the Hudson River. The study has been going on for a couple of years and will soon be entering its final comment period.

### **Wrap Up and Next Meeting Dates**

- A. June 11<sup>th</sup>
- B. September 10<sup>th</sup>
- C. December 10<sup>th</sup>

Andrew Tracy asked if anyone else had updates to share. Carrie Ward shared that NYS DOH has worked with GTSC (the Governor's Traffic Safety Committee) to put together a quick reference pamphlet for law



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enforcement on vehicle and traffic law for e-bike enforcement. Jennifer Hogan added that NYS DOH is doing a big print order for the brochures. If anyone would like to request brochures, please write to: [injury@health.ny.gov](mailto:injury@health.ny.gov)

Andrew reminded the group that the next ROSAC meeting will be on June 11<sup>th</sup>.

Meeting ended at 2:01 PM.