

ULSTER COUNTY TRANSPORTATION COUNCIL
Technical Committee Meeting

Meeting Transcript
October 27, 2020

Meeting held via zoom at 10:00 am

0:01:32.240,0:01:35.520

DS: Hey good morning everybody. We're still waiting for everybody to come in so

0:01:35.520,0:01:39.840

um take a minute a few minutes here while we set up, thanks.

0:02:35.280,0:02:37.067

JM: Hello, John Morrow here.

0:02:37.067,0:02:37.840

BS: Hey good morning.

0:02:40.320,0:02:42.048

JM: How are you?

0:02:42.048,0:02:43.425

BS: Good and yourself?

0:02:43.425,0:02:44.391

JM: Great.

0:02:44.391,0:02:49.840

BS: Great. Let's do a little housekeeping we'll get started soon.

0:03:10.080,0:03:17.840

DD: Morning.

0:03:20.640,0:03:21.280

FP: Morning Dennis.

0:03:23.920,0:03:24.972

DD: Who said that?

0:03:24.972,0:03:26.099

FP: Fred

0:03:26.099,0:03:27.569

DD: Hi Fred how are you?

0:03:27.569,0:03:30.435

FP: Fine thank you.

0:03:31.905,0:03:33.280

JM: Morning Dennis John Morrow

0:03:34.000,0:03:36.473

DD: Hi John how are you doing?

0:03:36.473,0:03:38.261

JM: Not too bad.

0:03:46.393,0:03:55.146

DD: Hey Fred?

Fred on a completely different topic, have you heard anything about wine village at all?

0:03:55.146,0:04:10.240

FP: uh yeah

I'll buzz you after. Um uh the quick side is uh Mr. Feinberg passed away um at 94. uh we've had some conversations with um uh the group down there um

0:04:12.880,0:04:18.000

specifically Andy Maxim and then one of the attorneys but I'll call you after.

0:04:18.000,0:04:21.760

DD: Okay, all right the main thing is you that the project hasn't disappeared

0:04:21.760,0:04:25.262

FP: Not as not as of yet, correct.

0:04:25.262,0:04:26.848

DD: Yeah okay thank you.

0:04:26.848,0:04:27.840

FP: Sure

0:06:15.360,0:06:21.037

DD: Dave can you hear us?

0:06:21.037,0:06:23.040

DS: I can hear you it's just a little quiet I think.

0:06:28.960,0:06:33.840

BS: You can't see us grinning either?

0:06:36.480,0:06:38.080

DS: I thought I heard my name mentioned

0:07:18.146,0:07:21.294

DD: Hey Dave,

0:07:21.294,0:07:21.794

DS: Yeah

0:07:21.794,0:07:26.800

DD: Can you make sure your files are up so that we can show the logo?

0:07:28.240,0:07:30.800

DS: For the logo okay, yeah give me one second here.

0:07:30.800,0:07:35.360

DD: yeah no big hurry. Maybe at the end you know thank you

0:07:54.720,0:08:00.480

DD: So um we're going to go ahead and get started. If we don't mind um

0:08:05.120,0:08:05.620

so

0:08:11.360,0:08:17.040

I'm just going to call the meeting to order.
Welcome everybody to the October 27th 2020

0:08:19.280,0:08:25.440

Ulster County Transportation Council Technical Committee meeting. I appreciate everybody for joining.

0:08:25.440,0:08:33.760

I would like to forego introductions um but I think we should have a a um..

0:08:37.440,0:08:40.000

We need to understand who attended
so I don't think we need to...

0:08:41.200,0:08:44.400

So we're gonna we're gonna call
your name and if you're here um

0:08:46.560,0:08:51.120

if there's anybody we didn't call um
then please let us know. So Dave can

0:08:51.120,0:08:53.840

you you can see everybody there?
Can you call their names out?

0:08:58.720,0:09:01.249

LP: Do you hear me?

0:09:01.249,0:09:07.616

DS: Yeah I can uh definitely
go through and uh go down the names of who we have on the call today.

0:09:07.616,0:09:09.635

DD: Thank you

0:09:09.635,0:09:17.482

DS: all right let's
see here. We have Brian, we have Tom Hynes, we have Fred Pizzuto

0:09:17.482,0:09:19.289

FP: Present

0:09:19.289,0:09:25.520

DS: John, I think, I just have it as
an iPhone, Not too sure exactly who that one is

0:09:25.520,0:09:26.160

JM: John Morrow

0:09:26.160,0:09:31.538

DS: Lizy Philip, yeah, John Morrow perfect,
Thanks John, uh Herb Litts

0:09:31.538,0:09:32.038

HL: Here

0:09:32.038,0:09:33.280

DS: I'm assuming Tom Wilkin

0:09:33.280,0:09:34.049

TW: Here.

0:09:34.049,0:09:35.478

DS: Vernon Benjamin

0:09:35.478,0:09:36.984

VB: Here

0:09:36.984,0:09:42.080

DS: We have an 845 number ending in 0015.

0:09:44.080,0:09:47.524

AM: That's me Dave it's Amy Mackenzie it's NYSDOT.

0:09:47.524,0:09:56.361

DS: Great thanks Amy. Uh we have a um Ed Pine.

0:09:56.361,0:09:57.111

EP: Morning.

0:09:57.111,0:09:58.124

DS: Neil Bettez

0:09:58.124,0:09:59.760

NB: Here

0:10:02.000,0:10:05.360

DS: Another phone number ending in six two nine

0:10:10.320,0:10:12.960

Daniel Souza: Yeah this is uh Daniel Souza with the New York State DOT.

0:10:13.520,0:10:19.200

DS: Great thanks Dan. Uh another number ending in six one one?

0:10:27.040,0:10:28.697

DD: Okay Dave, just move on.

0:10:28.697,0:10:35.920

DS: John Schulteis. Sorry trying

to chase down those numbers as they're coming in is a little difficult because we still have people joining in and out.

0:10:39.440,0:10:43.120

But I think I have everybody that I see on the list. No, Kristen Wilson just joined.

0:10:44.160,0:10:45.566

DD: Anybody we haven't..

0:10:45.566,0:10:50.071

SJ: uh this is also um Sandra Jobson from New York State DOT is also on.

0:10:50.071,0:10:50.720

DD: Thanks Sandra

0:10:53.680,0:10:56.534

DS: And I see Mike Baden just joined.

0:10:56.534,0:11:05.083

DD: Okay. So we'll get started if anybody joins if we'll we'll just let people just uh try to announce yourself when you join.

0:11:05.083,0:11:08.000

Well that's not going to work well is it.

0:11:10.320,0:11:13.840

So a call for citizens comments.

Are there any citizens comments?

0:11:18.640,0:11:23.520

Hearing none, approval of the June 16 2020 technical committee meeting summary.

0:11:23.520,0:11:25.539

Do I have a motion for approval?

0:11:25.539,0:11:26.598

TW: Wilkin

0:11:26.598,0:11:28.793

DD: Thank you Mr Wilkin. Do I have a second?

0:11:28.793,0:11:30.522

FP: Second, Fred.

0:11:30.522,0:11:33.680

DD: Thank you Fred, appreciate that. Any comments?

0:11:38.080,0:11:43.040

Hearing none, any opposed? Any abstentions?

0:11:45.120,0:11:50.720

DD: So carried. So we have another meetings minutes that we have to approve, that's the

0:11:50.720,0:11:55.840

approval of July 21st 2020 technical committee meeting summary. Do I have a motion for discussion?

0:11:57.200,0:11:59.076

JM: So moved, Morrow.

0:11:59.076,0:12:01.360

DD: Thank you Mr. Morrow. Do I have a second?

0:12:01.360,0:12:02.351

TW: Wilkin

0:12:02.351,0:12:03.520

DD: Thank you Mr. Wilkin.

0:12:05.120,0:12:11.019

I have a motion and a second. Any discussion?

0:12:11.019,0:12:17.200

Hearing none, any opposed? Any abstentions? Thank you.

0:12:17.760,0:12:22.240

We also have on the agenda an approval of the August 25th Technical meeting Committee meeting

0:12:22.240,0:12:28.320

summary that has not been prepared so we're going to not take an action on that item on the agenda.

0:12:29.760,0:12:34.254

Item number four: communications and announcements. Brian?

0:12:34.254,0:12:42.240

BS: There was one item that I wanted to bring up for a brief discussion. There's been quite a bit of press in the news lately uh regarding the

0:12:42.240,0:12:48.480

status of the Wurts Street bridge, that's the bridge between the City of Kingston and the Town of

0:12:48.480,0:12:56.560

uh Port Ewen. I'd like to give New York State DOT staff an opportunity

0:12:56.560,0:13:01.120

to provide us with a brief update on the status of that bridge, if they wouldn't mind.

0:13:04.400,0:13:10.400

SJ: Hi Brian it's Sandra. I'm sorry um I wasn't prepared to speak to it. I think we sent um I sent

0:13:10.400,0:13:13.559

you an email though do you have my email in front of you?

0:13:13.559,0:13:18.265

BS: I don't but I can give a brief synopsis of that as well um..

0:13:18.265,0:13:19.605

SJ: Oh thank you.

0:13:19.605,0:13:29.674

BS: that the um bids were submitted to the New York State DOT for construction... reconstruction of that bridge

0:13:29.674,0:13:33.840

and each bid came above the amount of money available

0:13:34.800,0:13:42.960

therefore all bids were necessarily rejected by the New York State DOT as a result the DOT will

0:13:42.960,0:13:50.320

now go back to the the bid and the specification and see if they can find cost saving measures

0:13:50.960,0:13:55.520

that might reduce uh potential future bids and then they will re-release it.

0:13:56.400,0:14:03.280

A very, well not very, but somewhat similar thing happened with the City of Kingston roundabout

0:14:03.280,0:14:09.120

situation where bids needed to be rejected as well so it will have a delay in the amount of time.

0:14:10.080,0:14:15.680

Regarding the current status of the bridge though, it was closed for inspection and it seems... I believe

0:14:15.680,0:14:22.400

it remains closed and I don't know if we have any other updates regarding the status if that

0:14:22.400,0:14:26.433

bridge will be reopened anytime soon.

0:14:26.433,0:14:32.467

DD: Sandra, do you have any updates on the status of is it going to be reopened or is it going to stay closed?

0:14:32.467,0:14:38.655

SJ: Yeah, I don't. I don't have a status on that, I'm sorry um but I can get that for you guys, okay.

0:14:38.655,0:14:45.887

DD: Thank you, we'll provide it to the Council. Any other questions with respect to the Wurts street bridge?

0:14:45.887,0:14:46.480

JM: I have one.

0:14:48.880,0:14:54.160

Do you have any specific uh data as to what the anticipated budget was

0:14:54.160,0:14:58.880

versus the delta to the uh lowest of the bidders?

0:15:01.040,0:15:04.480

DD: Well we know what the budget... We know what was it programmed on the TIP

0:15:04.480,0:15:07.600

um but I know we.. I don't have that number in front of me but it was in

0:15:07.600,0:15:12.720

the neighborhood of over \$40 million as I recall that was on the TIP.

0:15:12.720,0:15:16.080

We don't have the number in terms of what the what what the bid amounts were.

0:15:19.440,0:15:22.758

JM: So the the lowest bid was over \$40 million?

0:15:22.758,0:15:33.280

DD: I don't, I... Let me just clarify, I know it was.. I know the bid was.. I know the TIP was over \$40 million. I don't know the exact number on the

0:15:33.280,0:15:39.360

TIP but I'm assuming from the from the email that Sandra sent is that, and from the discussion that

0:15:39.360,0:15:44.080

said that the bids were over the amount of money available that was ever on the TIP and it's I

0:15:44.080,0:15:50.080

think it's closer to I think it's closer to \$42 or \$45 million, uh that the bids were over that amount.

0:15:50.080,0:15:54.160

We can pull, I mean the TIP is a public document, you can certainly view it, but we can pull that

0:15:54.160,0:15:59.280

number if you need it so whatever that number is I would presume that the bids were over that number.

0:16:01.840,0:16:02.560

DD: Okay thank you

0:16:06.800,0:16:11.120

Sandra, do you have any sense of what the bids were or not? Obviously you don't but

0:16:11.120,0:16:12.361

is there any, I mean..

0:16:12.361,0:16:20.312

SJ: I do not. I do not and I

believe that information may be confidential but I can go back and check on that too.

0:16:20.312,0:16:26.560

DD: Yeah I presume once open that they're not confidential. I mean at least in our our processes once the bids are open they're public doc anyway.

0:16:29.760,0:16:32.640

SJ: Yeah I'll see if I can get that information for you guys.

0:16:35.760,0:16:38.320

DD: I appreciate that, thank you.

0:16:40.320,0:16:42.252

Anything else Brian?

0:16:42.252,0:16:44.565

BS: Not under communications and announcements.

0:16:44.565,0:16:45.840

DD: Anything else from the council?

0:16:47.760,0:16:53.280

BS: Actually I do. I do want to raise two other issues briefly while I'm thinking of it, I apologize.

0:16:53.280,0:16:58.800

In the Friday's meeting of the statewide directors of Metropolitan

0:16:58.800,0:17:07.600

Planning Organizations, the topic of TAP and Bridge New York solicitations did come up and

0:17:08.160,0:17:15.040

uh New York State DOT Albany bureau did state that those solicitations will very likely

0:17:15.040,0:17:20.080

be released, they said, this fall. So it's

something for us all to keep our eyes out

0:17:20.080,0:17:25.760

for if and when those solicitations are made uh available we will notify members.

0:17:30.655,0:17:32.276

DD: anything from the Council?

0:17:33.860,0:17:35.444

MB: It's Mike Baden

0:17:35.520,0:17:38.640

DD: Go ahead Mike. You're barely here... we can barely hear you Mike.

0:17:38.640,0:17:41.734

MB: Okay let me get closer to the microphone

0:17:41.734,0:17:46.811

and apologies for being late, I had problems getting on the line this morning.

0:17:47.192,0:17:51.760

Two things that are that are involving the specifically the Town of Rochester

0:17:51.760,0:17:58.960

and questions more for the DOT as to who I would talk to about these. The first is that

0:17:58.960,0:18:03.520

I've talked to the county executive's office and the sheriff about this. We're having real

0:18:03.520,0:18:13.040

issues all summer long, particularly around the holiday weekend's on 44/55 with Minnewaska and Mohonk and the fact that

0:18:14.434,0:18:15.828

DD: Alright Mike, Let me...

0:18:17.746,0:18:23.797

MB: ...parking along 44/55. I know there's signage there and I do know it's an enforcement issue.

0:18:23.797,0:18:28.960

DD: Mike. Hold on Mike. Hold on. You're cut... we only

hear about half of what you're saying Mike.

0:18:28.960,0:18:32.240

I'm gonna, I think I know what you're talking about let me know if this is it:

0:18:32.880,0:18:39.440

There's been issues with respect to 44/55 in and around the state park and parking on the road

0:18:40.000,0:18:44.880

and it's causing a significant amount of concerns uh with respect to that and I think Mike's

0:18:44.880,0:18:51.360

question is is there any response from NYSDOT and or others with respect to that congestion

0:18:51.360,0:18:59.478

at in and around the park entrances and the trail access on 44/55. Is that a summary Mike? Does that work for you?

0:18:59.478,0:19:05.218

MB: Yeah I'm basically looking for a long-range solution I realize COVID is

0:19:05.218,0:19:12.880

a significant factor in contributing to this but I also think it's not going to go away when COVID relaxes,

0:19:12.880,0:19:16.704

so I think we need to look at it in the big picture.

0:19:16.704,0:19:28.080

DD: Okay. I know from um from local discussions that we had that um given what happened at the one one weekend day up there

0:19:28.080,0:19:33.280

that there was a move to essentially line up various towing companies so they had the capacity

0:19:33.280,0:19:37.760

to move people off the roadways. I know that that's the case. That's not a long-range solution but I

0:19:37.760,0:19:42.080

know that that was one of the things that that did get done. I don't know whether it was implemented

0:19:42.080,0:19:45.325

or not but I know that there was a discussion in that movement

0:19:45.325,0:19:58.548

MB: I can tell you that this past weekend there was three state police cars dedicated up there as well as the two Town of Rochester constabulary vehicles

0:19:58.548,0:20:07.920

and those five vehicles succeeded in in keeping it very under control and minimal parking and uh but

0:20:07.920,0:20:12.800

again we need to come up with a long-term solution and I think it involves a lot of conversation with a lot of people.

0:20:13.560,0:20:14.603

DD: Gotcha

0:20:16.480,0:20:22.880

MB: I don't want to take up anymore time about that um
Second question: I've been reached out to

0:20:22.880,0:20:29.120

by a number of neighbors around the Accord 209 bridge and about the

0:20:29.320,0:20:39.760

Mombaccus creek and trees and blockages that are in that creek. My question is how far off the bridge is DOT's

0:20:39.760,0:20:44.560

responsibility and, do you know who I would talk to find out those answers ?

0:20:46.400,0:20:49.241

DD: Brian I think has an answer to that don't you?

0:20:49.241,0:20:55.292

BS: No, I don't. I mean I've spoken with Sandra briefly on on the topic and..

0:20:55.292,0:20:56.934

DD: Sandra?

0:20:56.934,0:21:00.983

SJ: Yeah on both topics
what I'll do is let me go back to the office

0:21:00.983,0:21:07.710

um because both, I think both issues are being
worked on um back in our Poughkeepsie office

0:21:07.710,0:21:16.979

so I want to make sure that we touch base um with
those individuals to get you the most current um status or you know update

0:21:16.979,0:21:19.391

on both items okay?

0:21:19.391,0:21:24.559

MB: Okay, I appreciate it thank you thank you and apologies for taking the
committee's time on this

0:21:24.559,0:21:27.753

it's just hard to find out who to talk to sometimes so I appreciate it.

0:21:27.753,0:21:30.320

SJ: Yeah no worries no no we'll get that, yep.

0:21:31.840,0:21:37.385

DD: That's coming back to both the council and the
Supervisor Sandra?

0:21:37.385,0:21:44.400

SJ: Yeah I'll get you the point of contact for each of those two issues okay so we can keep that chain of
communication direct.

0:21:45.840,0:21:48.343

MB: Thank you very much.

0:21:48.343,0:21:49.600

DD: Anything else from the Council?

0:21:51.840,0:21:58.320

VB: It's Vernon. I wondered if you wanted an
update on what's happening on the state level with

0:21:58.320,0:22:02.619

transportation policies under the new law?

0:22:02.619,0:22:04.422

DD: Sure Vernon, why not.

0:22:04.422,0:22:10.081

VB: Well it's not too long but I can read my report to the Town.

0:22:10.081,0:22:16.720

DD: Well I would prefer if you didn't. I'd prefer you not read it if you just have a summary and then you can send it to us and we'll pass it back to

0:22:16.720,0:22:18.424

the Council. How's that sound?

0:22:18.424,0:22:23.040

VB: No problem um this panel, the transportation advisory panel, is one of

0:22:23.600,0:22:30.320

about half a dozen created as a part of the new CLCPA the Climate Leadership and Community

0:22:30.320,0:22:36.160

Protection Act that the Governor signed into law in July. It's the most comprehensive renewable

0:22:36.160,0:22:43.120

law in the country, some say the world, and the different policy groups and the different advisory

0:22:43.120,0:22:49.440

panels meet three hours four hours sometimes at a time, dive right into their topics. They have to

0:22:50.160,0:22:56.080

contribute their part of a scoping plan that needs to be finished by the end of next year

0:22:56.720,0:23:03.760

and then that will unfold over 10 years and it really to try and reach the governor's goals of

0:23:04.400,0:23:14.800

30% renewables by 2030 and uh 70% by 40. Uh this

this panel was just as busy as the others I've

0:23:14.800,0:23:21.840

attended and uh what impressed me most was that the agency heads and the primary commissioner

0:23:22.640,0:23:28.000

drove right in and rolled their sleeves up and went to work. And uh there were a number of

0:23:28.880,0:23:34.800

issues that they discussed and I won't point to it too much but uh suffice it to say that uh you

0:23:34.800,0:23:41.360

can expect uh major changes in the approach to infrastructure needs uh one of which concerns

0:23:41.360,0:23:48.400

environmental justice. That issue, that panel, advisory panel actually is charged with looking at

0:23:48.400,0:23:54.080

all the other advisory panels and making sure that environmental justice issues are worked into it

0:23:54.080,0:24:00.800

and that's a very dynamic uh group that that is emerging this with all this. This particular

0:24:00.800,0:24:08.400

panel, transportation, was very much interested in bus issues and one want to try and ensure that

0:24:08.400,0:24:18.080

any urban area has mostly public transportation for people instead of cars. Funding was another

0:24:18.080,0:24:25.440

issue that came up but as usual the adequacy of it was the issue and uh the suggestions that

0:24:25.440,0:24:33.600

were made don't really uh rise to the occasion of brand new concepts and ideas I think that uh

0:24:34.400,0:24:41.920

you know that's that's an issue that's going to be worked out over time. Um just one other thing, the

0:24:44.000,0:24:50.800

smart growth options is another hot topic issue these days planning new roads adjacent to

0:24:51.360,0:24:57.680

or near to public transportation routes supporting land use and infrastructure policies that promote

0:24:57.680,0:25:04.640

zero emissions, address barriers including home rule including home rule, with seven incentives,

0:25:05.360,0:25:10.960

incorporate strategic design features like sidewalks crosswalks crosswalks

0:25:11.600,0:25:18.320

and safety, and and reduce carbon emissions issues. It kind of reminds me of what's

0:25:18.320,0:25:24.400

going on in Wales, the country over in England. They have a futures generation commissioner

0:25:24.400,0:25:30.640

and that person's job is to examine any law that's passed to see how it measures up against this

0:25:30.640,0:25:38.960

whole 150 year idea of protecting the environment and the people. They've already like done a major

0:25:38.960,0:25:45.920

job in revising a \$1.8 billion highways plan that their Department of Transportation uh

0:25:46.720,0:25:52.640

made and uh the commissioner there is pretty active with it. There's nothing else like that in

0:25:52.640,0:25:57.680

the world in terms of countries are concerned but

I think in New York they are building it into the

0:25:57.680,0:26:00.839

policy, at least issues like that.

0:26:00.839,0:26:05.918

DD: Thanks Vernon. And if you could send that report to us we'll get it out to the council.

0:26:05.918,0:26:07.129

VB: You bet.

0:26:07.129,0:26:12.770

BS: Thank you Vern. I'd just like to follow up that you know our recently approved Long-Range Transportation Plan

0:26:12.770,0:26:21.440

directly recognizes the Climate Act that Vernon has been referring to. It's the guiding star for our sustainability and climate

0:26:22.320,0:26:29.040

section of the report and the many of the goals that Vernon just mentioned are also included

0:26:29.040,0:26:35.360

in our Long-Range Transportation Plan as well. So this is very relevant to the work that we're doing

0:26:35.360,0:26:40.466

and we we appreciate the update and uh thank you for keeping us posted.

0:26:40.466,0:26:43.300

VB: I know Ulster County was up there on all of this.

0:26:44.240,0:26:47.369

DD: Thanks again. Anything else from the Council?

0:26:48.557,0:26:52.001

Communications, announcements, going once?

0:26:52.001,0:26:56.316

JW: I just want to say I got on the meeting late. It's Jeanne Walsh.

0:26:56.316,0:26:57.766

DD: Hi Jeanne.

0:26:57.766,0:26:59.534

JW: Hi

0:26:59.534,0:27:00.652

DD: That's it?

0:27:02.880,0:27:11.360

Okay thank you. New business, Resolution A draft
Resolution 2020-17: support for the New York

0:27:11.360,0:27:15.762

State Department of Transportation NYSDOT
targets for safety performance issues.

0:27:15.762,0:27:18.636

Can I have a motion for discussion purposes?

0:27:18.636,0:27:19.681

TW: Wilkin

0:27:19.681,0:27:21.907

DD: Thank
you Mr. Wilkin. Do I have a second?

0:27:22.097,0:27:23.262

JM: Morrow, yes.

0:27:24.000,0:27:25.651

DD: One more time?

0:27:25.651,0:27:26.767

JM: Morrow, yes.

0:27:26.767,0:27:30.400

DD: Thank you Mr. Morrow, appreciate it. I have a motion and a second. Brian?

0:27:32.240,0:27:38.640

BS: Yes, thank you Dennis I'd actually like to
draw everyone's attention to the supplement

0:27:38.640,0:27:44.080

to the agenda packet which is the New York
State safety target setting method. It's the..

0:27:44.080,0:27:50.880

Yeah, thank you David. It's shown on the screen now this back sheet is one of the clearest

0:27:50.880,0:27:56.880

explanations of what is included in this resolution and why we're passing it now.

0:27:56.880,0:28:02.640

I'll give a brief overview and then walk you through some of the steps to calculate

0:28:02.640,0:28:08.880

the data that's included here and then open the floor for any comment or discussion .

0:28:10.160,0:28:16.000

This is the third time we have passed the resolution in support of the New York State

0:28:16.000,0:28:23.600

DOT safety targets. We are required to pass a resolution annually because the targets change

0:28:23.600,0:28:31.280

annually. If you look at, on page one of the fact sheet, the overview this is very much

0:28:32.400,0:28:39.520

part of the federal requirements for performance measurements that is included under MAP-21

0:28:39.520,0:28:46.960

and the FAST Act and for the safety component. We're looking at five specific measures here

0:28:46.960,0:28:55.520

and that's the number of fatalities statewide on our roadways, and then a rate, and this is a

0:28:55.520,0:29:02.160

point that is iterated throughout the resolution and throughout the safety performance measure:

0:29:03.120,0:29:10.000

We're looking at ways to smooth out the data over a period of time because obviously if we're

0:29:10.640,0:29:16.240
measuring and tracking trends and fatalities,
there will be spikes there will be high

0:29:16.240,0:29:21.920
years and low years that we don't want to
have those aberrations um unduly affect

0:29:22.480,0:29:29.200
the the tracking. There are methods
to smooth the data over time using the rate of

0:29:29.200,0:29:36.240
fatalities which is the number of fatalities
per 100 million VMT, Vehicle Miles Traveled,

0:29:37.120,0:29:46.268
on our roadways. It's just another way of looking
at the at the data and the the the uh fatality rate.

0:29:46.268,0:29:52.080
Then we also look at serious injuries and
serious injuries over the rate over 100 million

0:29:52.080,0:29:59.040
Vehicle Miles Traveled and finally, the fifth
measure is the number of non-motorized fatalities

0:29:59.040,0:30:08.320
and non-motorized serious injuries. That's bikes
and peds on the system. MPOs are required to do

0:30:08.320,0:30:17.600
one of two things; either recognize and approve
the DOTs safety performance measures or, pass

0:30:17.600,0:30:25.040
their own safety performance measures for their
planning area. This MPO has opted each year to

0:30:25.840,0:30:32.560
recognize and approve New York State DOT safety
performance measures. Those performance targets

0:30:33.920,0:30:42.640

are.. become effective by the DOT on August 31st of every year and within 180 days the MPO needs

0:30:42.640,0:30:49.760

to approve uh their own targets within 180 days of that. So we're very much within that window right

0:30:49.760,0:30:59.680

now to approve our targets. So going on to the data itself, there's um a very clear framework that is

0:30:59.680,0:31:06.400

explained on the second column for establishing the targets. We're looking at a five-year rate

0:31:06.400,0:31:15.600

or a five-year trend so the latest data that's available uh for 2020 is actually in 2018. So 2018

0:31:15.600,0:31:22.320

was the last reporting year so that's why you see the 2018 number in the first column of the table

0:31:22.320,0:31:28.160

and then we're looking at a five-year trend so that we drop the the oldest year of data and we

0:31:28.160,0:31:34.560

add the new year which is 2018. That's showing you the late last annual and five year baseline

0:31:35.680,0:31:41.360

and then we establish a forecast and a moving average and that is illustrated. Dave if you

0:31:41.360,0:31:47.920

could go to the next page of the fact sheet. It's very well illustrated in these graphs

0:31:47.920,0:31:55.440

where our trend line is going uh and what the forecast looks like for for each for each

0:31:55.440,0:32:01.360

measure. The last point I'll make on this and then I'll give you a moment to just review the tables

0:32:02.400,0:32:11.520

is that because there are we can expect spikes in the data and and we could potentially predict um

0:32:13.280,0:32:20.000

significant increases or reductions over time, there's a rule that allows us to cap

0:32:20.640,0:32:27.040

the rate for forecasting at two percent and that is again to smooth out and control

0:32:27.680,0:32:30.135

for significant uh jumps.

0:32:30.135,0:32:35.551

DD: So any change up or down two percent would not be like handicapped in golf.

0:32:35.551,0:32:41.445

BS: Yeah you can't go more than two percent in your in your forecast to control for that data.

0:32:41.445,0:32:50.747

So that's a a brief uh overview. You know when you look at some of the uh rates and the.. overtime

0:32:50.747,0:33:02.160

there have been some spikes in certain years: 2016 in particular 2015 also. And looking at the non-motorized there was a very significant spike in 2016 as well.

0:33:02.160,0:33:08.960

And that was noted uh nationally where there's quite a few uh news articles on that spike but then

0:33:08.960,0:33:15.440

it does decrease again so we hope it's just an aberration. We don't necessarily have a specific

0:33:16.240,0:33:25.040

um explanation for some of these rates uh and some of the changes but the.. it's good to

0:33:25.040,0:33:31.680

look at it from a variety of angles not just the number itself but the rate is very helpful because

0:33:32.400,0:33:39.920

as we all know with the COVID-19 pandemic, the amount of driving has decreased significantly

0:33:39.920,0:33:46.320

and that really can influence um what has happened on the road in terms of fatalities

0:33:46.320,0:33:50.800

and injury rates so we need to keep that in mind when we look at the data. If there is a

0:33:50.800,0:33:57.520

significant drop one year, there might be some other reasons behind it besides the actions of

0:33:57.520,0:34:04.400

uh engineering, education, and enforcement. That is my brief overview of Resolution

0:34:04.400,0:34:09.117

2020-17. I can open the floor for any questions or comments.

0:34:09.117,0:34:11.930

DD: Any questions or comments?

0:34:15.200,0:34:17.520

DD: I have one Brian. Do you know whether the State

0:34:18.640,0:34:22.880

actually does the forecasting below uh statewide averages?

0:34:26.000,0:34:34.640

BS: I don't. David you sit on the safety committee of the New York State Association of MPOs. Has that

0:34:34.640,0:34:41.440

come up at all? I mean the forecast is supposed to be capped at two percent.

0:34:42.960,0:34:48.160

DS: That's the entire uh intent behind that two percent cap is that they didn't want to

0:34:48.880,0:34:54.000

um have a number that would, you know, be unobtainable just based off of the data.

0:34:54.000,0:34:59.680

One issue that's been you know kind of come up across you know in the nation is what if

0:34:59.680,0:35:06.400

you have a positive trend? What do you do then? So, you know, that's

0:35:06.400,0:35:11.520

kind of come up and then you have other states and municipalities that are going for, you know,

0:35:11.520,0:35:18.400

the vision zero kind of goal where you know our goal should always be zero. So I

0:35:18.400,0:35:24.800

think New York State's approach here with the two percent cap is is pretty, you know,

0:35:24.800,0:35:29.049

it's optimistic, but at the same time realistic.

0:35:29.049,0:35:32.240

DD: Let me see if I can, let me see if I can kind of

0:35:32.880,0:35:37.280

give you a sense of why I asked the question is if we looked at this table in attachment one,

0:35:37.280,0:35:43.840

how much of this could we fill in that would be specific to the geographic area for UCTC?

0:35:45.200,0:35:51.040

DS: Right. So you could do this analysis at the at the UCTC level, we could.

0:35:52.160,0:35:56.160

DD: Okay. Would it make sense we were in the midst of a we're in the midst of

0:35:56.160,0:36:00.160

that rural road safety program would it make sense to do this? Ask them to do this?

0:36:02.400,0:36:07.520

DS: We have these numbers um calculated out basically, maybe from a different

0:36:07.520,0:36:12.720

temporal standpoint, but yeah we've gone through and looked at these general trends um which we

0:36:12.720,0:36:17.374

can which we can show later uh later on if we want. I do have the presentation available.

0:36:17.374,0:36:19.274

BS: Yeah David's gonna give an update on that.

0:36:19.274,0:36:23.913

DD: Okay. All right. In the back of our head let's just think about where we are on that

0:36:23.913,0:36:30.352

rural safety program to basically say if we adopt these, where are we in relationship to those that we've adopted in terms of trends?

0:36:30.352,0:36:33.840

Thanks David. Okay. Any other comments or questions?

0:36:36.480,0:36:39.840

Hearing none, any opposed?

0:36:42.080,0:36:46.262

Any abstention? So carried. Thank you.

0:36:46.262,0:36:48.960

BS: Thank you.

0:36:50.880,0:36:53.754

DD: Other old business, Brian?

0:36:53.754,0:37:01.004

BS: Yes I would like to welcome to the table today um we have a special guest his name is Tom Hynes

0:37:01.004,0:37:10.000

and while he might not be familiar to most of the people in our audience, he's someone that Ulster County staff rely on very closely.

0:37:10.000,0:37:17.200

His staff at Ulster County Information Services so he's constantly providing us support on a

0:37:17.200,0:37:24.960

lot of the computer work that we do in the office, particularly GIS work. He's a mastermind behind our

0:37:24.960,0:37:31.200

Geographic Information Systems here at Ulster County. He's also an FAA certified drone pilot

0:37:34.240,0:37:39.680

and he's been doing a number of flyovers for our Ulster County Transportation Council

0:37:39.680,0:37:45.600

projects that are being implemented. He's helped us um give a good documentation

0:37:46.160,0:37:53.600

of uh the Broadway corridor and the I-587 uh construction progress and of course he's always

0:37:54.160,0:38:00.160

working throughout uh the County on other projects as well. What we asked Tom to join

0:38:00.160,0:38:05.680

us for this morning was to just give us a really brief overview of the Ulster County REConnect

0:38:06.400,0:38:14.320

online mapping tool. In the past several weeks I received more than a few inquiries regarding

0:38:17.200,0:38:25.920

the location and extent and status of rail trails from both uh elected officials and just general

0:38:25.920,0:38:31.680

inquiries from the public people wondering where
can I access this trail. I think a lot of people

0:38:31.680,0:38:37.440

are visiting Ulster County to um utilize our
trail system and when they're here they realize

0:38:38.000,0:38:44.000

there's way more than just Wallkill Valley
or Ashokan um and they want to explore more

0:38:44.000,0:38:49.600

and so they're looking for more information on
where they can find access to these areas

0:38:50.240,0:38:56.320

and the the REConnect tool was established
many years ago and I think we kind of uh lost

0:38:56.320,0:39:01.200

sight of it a little bit so I just wanted
to give Tom an opportunity to present it to

0:39:01.200,0:39:05.249

the committee. Tom, the floor is yours

0:39:05.249,0:39:07.360

TH: Thank you for the giant introduction Brian.

0:39:08.800,0:39:18.560

um yeah so really um yeah the REConnect map
was a project where we had taken a map that

0:39:18.560,0:39:25.600

the tourism department had for their recreation
um and we just turned it into an online map

0:39:26.400,0:39:33.840

and tried to make it as user friendly as we
could um so there was a bit of mobile aspect

0:39:33.840,0:39:39.040

to it so if you have your phone um the search
results are kind of relative to your location.

0:39:39.600,0:39:49.600

Stuff like that, and then so we have kind of the assets for um public recreation and then some of

0:39:49.600,0:39:59.440

the parking infrastructure and to supplement that um we basically take uh the browser's location and

0:39:59.440,0:40:09.680

then offer users links to uh to google to search for restaurant and food or um directions to the uh

0:40:10.560,0:40:20.480

to the locations and then also um we were offering links back to our tourism page for.. they have a a

0:40:20.480,0:40:28.160

booking service for uh for hotels and stuff. So here, I'll share, I'll share my screen.

0:40:36.160,0:40:46.480

So yeah we have been a little laxed on um making updates to it um but I think the most recent..

0:40:48.400,0:40:49.801

Are you seeing the map?

0:40:49.801,0:40:51.891

BS: Yeah

0:40:51.891,0:40:57.502

TH: So yeah the most recent update we've done was for for the rail or for the Ashokan Rail Trail.

0:40:57.502,0:41:05.125

And I mean we have all the different parking spots around it and then there's also lots of DEC parking spots around there as well.

0:41:05.125,0:41:11.663

So I mean if you click on one of the assets I mean we have

0:41:11.663,0:41:19.628

contact information for the people who maintain the different locations and then we have links to directions, nearby food

0:41:19.628,0:41:26.021

I mean we do realize a lot of people kind of coming out this way aren't necessarily packing full bags

0:41:26.021,0:41:38.080

so we got food and then options to kind of to book a hotel or a place to stay. As far as kind of looking up assets

0:41:38.880,0:41:46.400

we set up this search where you can type anything you want but this gave us an opportunity to to

0:41:46.400,0:41:52.480

direct, um at least initially, how people can kind of search and what we wanted to promote.

0:41:53.040,0:41:59.920

So for the most part um you kind of you just click one of the buttons and it will run the search

0:41:59.920,0:42:06.880

and so uh it'll give you kind of search results. You zoom in and then you can get directions and

0:42:07.680,0:42:15.840

some of that information. So um this still runs very well but uh we we need a

0:42:16.560,0:42:23.120

some some data updates and I think uh Brian had asked me recently one to make sure that we get the..

0:42:24.240,0:42:26.591

what is it rail to ridge trail?

0:42:26.591,0:42:28.589

BS: Yeah river to ridge trail yep

0:42:28.589,0:42:29.797

TH: Yep so

0:42:29.797,0:42:34.133

BS: Empire State Trail is very quickly coming online too segment by segment.

0:42:34.133,0:42:44.480

TH: Yep so those were kind of the two big ones that we need to add. But, so this is basically it and yeah so it's set up to work work well on uh

0:42:45.520,0:42:49.862

on a desktop but also uh it works pretty well on the phone as well.

0:42:49.862,0:42:51.920

BS: But it it's a great resource

0:42:53.040,0:42:58.880

even even though it might need a few updates which I'm sure will be done in a timely manner um.

0:43:00.080,0:43:07.520

I wanted to make our members aware of it and, to the extent necessary, push their constituents,

0:43:07.520,0:43:14.080

and other elected officials, your colleagues toward the website to use it. I think there

0:43:14.080,0:43:20.160

is sometimes can be duplicative efforts. You know you're looking locally for ways to publicize

0:43:20.160,0:43:27.920

your assets, bring tourists to your area. This is a great way to uh a great tool to rely on

0:43:29.280,0:43:33.217

to help visitors get around the county and find those assets.

0:43:33.217,0:43:40.217

DD: Tom, Tom can you.. two questions can you, uh one is do you have statistics uh for click-throughs on this or not?

0:43:40.217,0:43:49.179

TH: We do. We are collecting analytics but um I don't have them.

0:43:49.179,0:43:51.440

DD: Yeah I didn't.. yeah but you do have them if..

0:43:51.440,0:43:54.266

We do understanding how much it's used right?

0:43:54.266,0:44:01.300

TH: Yes. Yeah and yeah so we we generate reports for environment like every six months or so.

0:44:01.300,0:44:04.640

DD: Okay. Um and the second piece of that is um..

0:44:05.440,0:44:12.400

Can you click through one of the one of the items that from the trail, to a booking a hotel,

0:44:12.400,0:44:15.600

to finding food just to show how easy it is to get there?

0:44:15.600,0:44:29.520

TH: Sure so you can see it just kind of pulls pulls your location um and then um you can

0:44:29.520,0:44:37.040

kind of update so that's just the link for the uh directions. If you're looking for food

0:44:44.560,0:44:46.160

DD: Gives you all the food places yeah

0:44:49.040,0:44:52.800

TH: And then from here I mean same thing. You can uh just kind of

0:44:52.800,0:44:54.880

click through and then go right to directions

0:44:58.320,0:45:06.400

and then um we initially we had set this up to to look for places to stay at other sources but

0:45:07.600,0:45:10.160

the County Tourism has this uh book direct

0:45:11.120,0:45:22.800

setup. But yeah so this this allows us to at least kind of promote uh

0:45:24.880,0:45:26.400

locations in Ulster County

0:45:30.160,0:45:32.982

DD: Anything else you want to say Tom?

0:45:32.982,0:45:41.136

TH: Uh we're happy to take feedback um but yeah this is this was a nice uh a nice project

0:45:41.136,0:45:46.702

BS: Is the uh if people have feedback to provide Tom can they just go through the help menu?

0:45:46.702,0:45:49.760

What's the best way to do that? Is there a mechanism through the tool?

0:45:52.480,0:45:59.347

TH: Um so yeah there is, there is, yeah contact information right in the about.

0:45:59.347,0:45:59.847

BS: Great

0:46:03.840,0:46:08.400

Well thank you. I appreciate your time and uh definitely appreciate your time and the

0:46:08.400,0:46:13.040

Department of the Environment and any other staff in creating this resource

0:46:13.040,0:46:19.840

and I really hope that we continue to use it and people uh find out more about it. Thanks Tom

0:46:20.400,0:46:22.240

DD: Does the Council have any questions for Tom?

0:46:26.400,0:46:28.947

DD: Okay. Thanks again Thomas.

0:46:28.947,0:46:31.868

TH: Yeah sure thanks a lot.

0:46:31.868,0:46:38.757

DD: So item B uh 2021- 2022 Unified Planning Work Program Call for planning project proposals.

0:46:38.757,0:46:45.275

BS: Yes the.. currently the call for planning uh projects is up on our website.

0:46:45.275,0:46:52.354

If you just uh go to Ulster County Transportation Council and scroll down on the left to UPWP

0:46:52.354,0:47:04.026

you'll find it there it's a word document for download. Um so the call is open, we we're gonna do uh an announcement and a press release um as soon as we can.

0:47:04.026,0:47:08.135

I wanted to do that in concert with our bridge um

0:47:08.135,0:47:13.023

off system bridge fund announcement as well. So we're just waiting on getting that together.

0:47:13.023,0:47:14.604

DD: We have a return date for that Brian?

0:47:14.604,0:47:16.240

BS: Yeah that's um

0:47:16.240,0:47:22.240

later.. I, the date that I set, it's a Friday in December. I want to say December 11th. Please don't

0:47:22.240,0:47:28.880

quote me just it's clearly posted in the document. Um but it's mid-December we would like uh as a

0:47:28.880,0:47:38.240

deadline for responses. The the application form is designed to be relatively straightforward. It's not

0:47:38.240,0:47:48.080

intended to be difficult. Only municipalities are allowed to apply so if you have uh an organization

0:47:48.080,0:47:53.760

within your jurisdiction that might be interested in putting forth a project, they would need

0:47:54.880,0:48:01.600

municipal support in order to do that and that is fine, that's one way of submitting a project.

0:48:02.720,0:48:11.760

And there presently is no cash match required by municipalities. This is how it's always been

0:48:11.760,0:48:18.240

in the past. If there is a cash match that is available if you have perhaps another matching

0:48:18.240,0:48:22.960

sorts of funds that you can offer toward the effort it's certainly worth mentioning and can

0:48:24.000,0:48:31.840

add some additional points to your application. Right now I don't have any more details to offer.

0:48:31.840,0:48:36.880

I think the, you know, the application is not really changed year to year it's

0:48:36.880,0:48:41.680

pretty straightforward and the directions are very clear in the document. So if you

0:48:41.680,0:48:48.800

have any questions I would strongly encourage you to reach out to either David, myself, or

0:48:48.800,0:48:55.760

Dennis to start to discuss a potential project proposal. Sometimes there might be ways that

0:48:55.760,0:49:03.360

we can address your issue of concern without doing a full-blown consultant-based transportation study.

0:49:03.360,0:49:09.200

It might be, there might be other ways that we can address the issue um in-house. So

0:49:10.400,0:49:15.520

please be aware that that's out there and we will do an official public announcement very shortly.

0:49:15.520,0:49:21.120

DD: So I think two things: One is is that um it's important to note that these are not

0:49:21.120,0:49:26.560

grants to municipalities for the studies. These are essentially uh requests for the

0:49:26.560,0:49:32.640

Transportation Council itself to do the work um
and that it's that's an important thing to note.

0:49:33.200,0:49:38.323

The second thing is do we have a date for the UPWP
adoption of this year?

0:49:38.323,0:49:46.160

BS: The New York State DOT planning bureau in Albany prefers that we have the, that all UPWPs

0:49:46.160,0:49:53.760

I think with the only exception being NYMTC uh
must be adopted by March 1st 2021. That's what it

0:49:53.760,0:50:02.640

was last year because that they need
the time to review each of the 14 MPOs UPWPs

0:50:02.640,0:50:08.960

prior to submitting it to the Federal
Highway Administration so we will

0:50:08.960,0:50:13.920

have very likely a Technical Committee
meeting in January where we present the

0:50:13.920,0:50:20.160

initial draft UPWP and then we will have a Policy
Committee in February to do the final approval.

0:50:22.720,0:50:31.668

DD: Any questions from the council? Hearing none. Hey Brian, UCTC off-system bridge funds?

0:50:31.668,0:50:38.160

BS: Yes I did want to make everyone aware that we will be putting out a call for proposals for off-system

0:50:38.160,0:50:45.600

bridges. We have approximately two million dollars
in federal aid that can be made available. We've

0:50:45.600,0:50:51.040

done a solicitation like this in the past and
have awarded two bridge projects to Ulster County

0:50:51.040,0:51:00.880

Department of Public Works. If you have a bridge of concern within your jurisdiction you can contact,

0:51:01.520,0:51:08.240

again, myself or David. These funds can be used for the construction, reconstruction, or element

0:51:08.240,0:51:16.800

specific work on that bridge um it is a 80% 20% split that's 80 federal there is a required 20%

0:51:16.800,0:51:23.840

local match. As I mentioned before there is a looming announcement in solicitation

0:51:23.840,0:51:34.160

of New York State DOT Bridge New York funds that is a 95% uh state and federal match and only a 5%

0:51:34.160,0:51:40.160

local share for those projects. However it is going to be far more competitive we would suspect.

0:51:41.280,0:51:50.560

So it's something to be aware of as you weigh um your investments in local decision making going

0:51:50.560,0:51:58.160

forward but we are presently trying to migrate the latest data into the application form and as

0:51:58.160,0:52:03.840

soon as that is accomplished we need to also review the rating and ranking criteria that

0:52:04.400,0:52:11.920

our office will be using to because it is a competitive solicitation and likely can only fund

0:52:11.920,0:52:19.360

one perhaps maybe two bridge projects here. So as soon as that application form is ready

0:52:19.360,0:52:24.560

we will make that announcement and send that

out it is eligible for only Ulster County.

0:52:28.800,0:52:35.360

DD: Any questions? Does anybody know if you if you have a yellow or red flag bridge and you're

0:52:35.360,0:52:39.040

in you're on your local inventory uh now is a really good time to

0:52:39.040,0:52:41.200

think about what that application would look like.

0:52:44.400,0:52:45.840

Any other questions or comments?

0:52:48.000,0:52:50.658

DS: This is for off system bridges right?

0:52:50.658,0:52:51.440

DD: That's correct yeah.

0:52:53.600,0:52:58.640

BS: And we will have very clear mapping so if you have a bridge in question you can just contact

0:52:58.640,0:53:03.360

us at any point all we need is the BIN or just the general location we can look that information up

0:53:03.920,0:53:08.080

and verify. Right, thank you David. David brought the map up.

0:53:08.080,0:53:13.520

So we can verify whether the bridge is eligible for these specific funds they have to be off National Highway

0:53:16.240,0:53:22.783

DD: Yeah whereas the Bridge New York program does not. The Bridge New York program can be any bridge as I understand.

0:53:24.018,0:53:30.906

Okay. Item D: Long-Range Transportation Plan graphic design with, with uh Gilday.

0:53:30.906,0:53:32.716

BS: Yeah Gilday Creative.

0:53:32.716,0:53:38.396

We've been working through a contract there's two major elements to the contract with Gilday Creative.

0:53:38.396,0:53:40.720

They're a graphic design firm out of New Paltz

0:53:41.520,0:53:46.560

and they've been great to work with the two major products that we're working on are a

0:53:46.560,0:53:51.520

new logo, and here you have it. This is the logo for the Ulster County Transportation Council.

0:53:52.080,0:53:58.400

It will eventually start to appear on all of our documents. We'll be gradually integrating it into

0:53:59.840,0:54:08.080

our printed materials and also our web design. So we hope you like it. I think it's a big

0:54:08.640,0:54:16.000

improvement over uh what we've had in the past. No offense to the designers of our previous logo

0:54:16.640,0:54:22.880

but I think we really like the color and the the natural landscapes utilizing the mountains

0:54:23.543,0:54:29.431

DD: The font is actually a highway font as I recall.

0:54:29.800,0:54:36.431

BS: That's MUTCD certified fonts and colors to an extent, the yellow as well.

0:54:36.431,0:54:46.320

So that they will use this logo as a basis of design for our newly revamped Long-Range Transportation Plan document which is presently

0:54:46.320,0:54:53.040

uh being worked on. We have some decisions that we need to make as staff regarding the overall layout

0:54:53.040,0:54:59.280

of the document to provide input to the graphic illustrators and then they'll take that layout and

0:55:00.320,0:55:07.600

migrate all the content of our approved Long-Range Plan into the new layout and we we plan right now

0:55:07.600,0:55:13.680

at least I would like to do a printing and have a distribution to all of our municipal members

0:55:13.680,0:55:20.560

so that everybody has a copy of the Long-Range Plan and then we'll be able to use that new design layout

0:55:20.560,0:55:27.360

for all future documents going forward so that we now have just one standard uh graphic design

0:55:27.360,0:55:33.280

layout. Thank you David. David's showing online right now what some of the options might look like

0:55:33.280,0:55:38.560

but we have not we have not narrowed it down just yet this is just one example, one template.

0:55:45.440,0:55:48.960

And also another really important point

0:55:48.960,0:55:52.800

that I want to make, this is not just about making the document look pretty

0:55:53.360,0:55:59.360

the document will now be fully ADA accessible for people who are visually impaired

0:56:01.680,0:56:10.320

that it will be able to um be in that rich text format and um illustrations will have descriptions

0:56:10.320,0:56:16.320

provided to them that if you're using that technology on your smartphone or your computer

0:56:16.960,0:56:22.805

to help read the document. This will be fully
ADA compliant.

0:56:22.805,0:56:31.520

DD: So one of the things that we're we're currently doing is not only looking at
our own libraries of photos is asking other

0:56:31.520,0:56:40.320

people whether or not they have photos that are
indicative or illustrative of some of the concepts

0:56:40.320,0:56:48.800

in the plan. Whether it be construction photos, uh
pedestrian photos, hazardous location photos, um

0:56:49.360,0:56:56.240

landscaping photos, trail photos, uh so I'm
gonna ask Council members if you have um

0:56:56.240,0:57:00.640

good photos that you would that you would like to
share with the Council please reach out to either

0:57:00.640,0:57:06.720

David or Brian um and let us know that where where
we can where they're where they can be available.

0:57:06.720,0:57:13.440

We can set up a dropbox so they can load them on
a dropbox um and uh and we can use them uh would

0:57:13.440,0:57:19.200

be nice if they were indexed and categorized. Uh
or if you think that you know here's a particular

0:57:19.200,0:57:26.480

area of the community that is scenic or represents
a scenic byway or something of that nature um that

0:57:26.480,0:57:32.240

would be really important for us to think about.
If we can add those photos into into the document

0:57:32.240,0:57:39.360

itself and we have established placeholders in the document for photos uh Brian has done that work so

0:57:39.360,0:57:42.960

that we know we kind of know what we're looking for. We're just trying to find the best photos

0:57:44.480,0:57:48.160

and appreciate if the Council would help us uh help us in anything that

0:57:48.160,0:57:53.840

uh that they share and if they're not yours make sure you have, we have, permission to use.

0:57:56.160,0:57:58.014

Anything else Brian?

0:57:58.014,0:58:07.840

BS: Uh one last item that's not on the agenda, David you want to provide us with an update to the uh Ulster County Safety Analysis?

0:58:08.480,0:58:13.440

DS: Yeah sure. So we have the Regional um Safety Plan that we're doing in the County

0:58:13.440,0:58:17.600

in which we're taking a look at all roadways in Ulster County and looking at the crashes

0:58:17.600,0:58:23.520

on them. Um and we've been going ahead we've completed our initial safety data analysis

0:58:26.560,0:58:30.160

and we're now going on to the next steps where we're soliciting input

0:58:30.880,0:58:37.200

from municipalities to kind of try to gauge if locations that we've identified as being

0:58:37.200,0:58:44.080

problematic and having, you know, high rates of crashes um meets with reality and to see if

0:58:44.080,0:58:49.040

there's any, you know, treatments that are kind of known. Like hey, you know, this location if

0:58:49.040,0:58:53.840

we cleaned up the signage that would really take care of it, or if there's

0:58:54.400,0:58:58.480

trees that run closely along the road, clearing those out could reduce the crashes.

0:58:59.200,0:59:05.120

So getting to Dennis's uh comment from earlier asking about if we had kind of that regional trend

0:59:05.120,0:59:11.040

data at the local level uh in this presentation that I have we have the fatalities for a hundred

0:59:11.040,0:59:16.000

thousand so you know we've changed it down by a factor um just you know to kind of give a little

0:59:16.000,0:59:23.360

bit better sense. But here we are comparing UCTC with New York State uh and then against the entirety of the US.

0:59:25.200,0:59:31.920

So we we are looking at this data at the local level as part of this project and then

0:59:31.920,0:59:39.360

we even dive into you know by municipality to kind of take a look at severity and fatalities.

0:59:40.800,0:59:43.200

But the big thing is now we're at the point

0:59:45.520,0:59:48.880

where we've you know we've done this network screening so we go through and we identify

0:59:49.840,0:59:53.840

along the road segments but now what we're doing is we're looking for

0:59:55.840,1:00:02.160

uh input using this ArcGIS online tool
and we sent out an email that provided

1:00:03.280,1:00:09.840

a link to the tool and also an overview kind
of of this presentation actually that had been

1:00:09.840,1:00:16.800

done in the past which explained the tool a
little bit just to give everyone an idea, um

1:00:20.320,1:00:26.480

if you go to the site basically it shows you
the top 50 intersections and top 50 segments

1:00:26.480,1:00:33.440

as far as crash crashes are concerned and so we're
asking for you to take a look at your municipality

1:00:33.440,1:00:38.800

to see if the locations make sense and if you're
able to provide input on them for the safety

1:00:38.800,1:00:44.080

strategies it would be greatly appreciated. Basically
what you do is you zoom into the location,

1:00:44.800,1:00:51.120

click on that location, it'll populate over the
data ,uh and we ask is this location

1:00:51.120,1:00:57.280

a high medium or low priority, I'll click there.
Since this is a segment we go through there

1:00:57.280,1:01:04.480

and it will ask you know what kind of strategies
would be appropriate there so you know this

1:01:04.480,1:01:08.160

is North Front street in Kingston. You know
traffic calming could be a good thing there

1:01:09.840,1:01:15.520

or if there's any other things that that make sense. Now we understand that 50

1:01:15.520,1:01:21.040
intersections and 50 segments is a lot to ask for people to go through um if you have the

1:01:21.040,1:01:25.280
knowledge we we ask that you share it. If you can only look at the ones in your municipality

1:01:25.280,1:01:29.760
that's appreciated as well. Anything that you're able to provide would be great and this again will

1:01:29.760,1:01:34.720
help feed into the next steps where we're going to be going and looking at specific locations

1:01:36.800,1:01:41.920
to try to identify some improvements uh rather than just this network screening approach.

1:01:42.960,1:01:47.600
I can send this email out again uh people haven't received it but we're asking to share

1:01:47.600,1:01:53.360
with your highway superintendents and uh if you have anyone that has a particular

1:01:53.360,1:01:55.854
safety interest, asking for their input.

1:01:55.854,1:02:05.040
DD: Your first responders in the community anybody that knows people in the fire companies or something like that we're sending this out to our

1:02:05.040,1:02:10.160
emergency management folks but a follow-up from at the local level back to the emergency responders

1:02:10.160,1:02:14.531
would be helpful uh and some of the local police agencies as well.

1:02:16.099,1:02:19.840

Any questions from the council?

1:02:27.040,1:02:34.960

I'm not hearing any questions.

Okay um I have a an item on the agenda

1:02:34.960,1:02:38.080

that I'd like to bring up that's not.. I'm sorry that's not on the agenda that I'd like

1:02:38.080,1:02:43.280

to bring up. Last month um at the last Policy Committee meeting we passed the resolution

1:02:44.000,1:02:52.720

that essentially transferred um 5307 money from the from Ulster County that was uh designated

1:02:52.720,1:02:59.280

for the commuter carriers which was which in this instance was Trailways uh the number is

1:02:59.280,1:03:06.720

approaching about uh \$5.5 million um to CDTA for administrative purposes

1:03:07.520,1:03:13.520

to do capital cost of contracting to provide services additional transit services uh and

1:03:13.520,1:03:20.160

support transit services within the TMA area. As part of that resolution the Council asked

1:03:20.160,1:03:25.680

us to essentially make sure that that the funds were actually being used within the TMA

1:03:27.360,1:03:34.320

and so when we reached out to CDTA with respect to the transfers, we indicated that we would like

1:03:34.320,1:03:40.800

some assurances that the funds were being were going to be used within the TMA area and not

1:03:40.800,1:03:47.200

used to support general operations or Trailways throughout the state or in the CDTA area as well.

1:03:48.400,1:03:52.800

We have been, to date, unable to secure those assurances from CDTA

1:03:54.160,1:03:58.320

and we have reached back to the state and asked the state if they would provide

1:03:59.360,1:04:06.560

if they would provide some guidance or some help with respect to those assurances. So currently what

1:04:06.560,1:04:12.320

is happening is that we have not transferred those funds or made the necessary TIP amendments

1:04:12.320,1:04:18.800

to allow those funds to move to CDTA while we wait for essentially for some direction uh to

1:04:18.800,1:04:23.120

fulfill the Council's wish that essentially that we're assured that the funds that we're using

1:04:23.120,1:04:30.800

that we transfer to CDTA would be used for transit services in Ulster County. We're hoping that what

1:04:30.800,1:04:36.640

ends up happening is we will be able to get those assurances but today we have not been successful

1:04:36.640,1:04:43.680

in those discussions so far. I just want to make the Council aware of that uh the resolutions have

1:04:43.680,1:04:51.120

been signed uh by the by the secretary and are uh are awaiting essentially work to be done

1:04:51.120,1:04:57.280

to transfer that work up to CDTA but we're waiting

for some sort of positive assurances or at least

1:04:57.280,1:05:02.960

some movement with respect to CDTA as to how those monies will be used and that they will,

1:05:02.960,1:05:08.320

in point of fact, be used to essentially support the services within the TMA area.

1:05:08.320,1:05:13.120

So the template should be aware of that and if you hear anything about it uh we certainly want to

1:05:13.120,1:05:20.000

do this we certainly support and want to support uh Trailways operations um within the, within

1:05:20.000,1:05:26.160

our area they are an important commuter carrier here and they're under a lot of fiscal stress right now

1:05:26.160,1:05:29.760

and we're hoping that someone steps up to the plate and tells us that essentially

1:05:30.640,1:05:37.840

the reason that the Council transferred those those funds to CDTA can be met uh with assurances

1:05:37.840,1:05:43.200

that those that the the funds will be used to provide services uh in and around the in

1:05:43.200,1:05:51.440

and around the TMA. So I just wanted to update you on on where we are on that. Any questions?

1:05:54.720,1:05:57.451

Hearing none, any other old business?

1:05:57.451,1:06:05.265

BS: Just one last update. The uh the next meeting of the UCTC Policy Committee is scheduled for November 24th

1:06:05.265,1:06:14.000

that's Tuesday prior to thanksgiving. Uh it will be a brief meeting so we appreciate it if you can attend so we can assure a quorum and during

1:06:14.000,1:06:19.840

that meeting we will have a presentation from our consultants Four Square to provide an update

1:06:20.640,1:06:25.200

of the conclusion of the Connect Mid-Hudson Regional Transit Study. This has been a study

1:06:25.200,1:06:31.200

that's been ongoing for about the past 18 months in cooperation with Dutchess and Orange counties

1:06:31.200,1:06:37.120

and they will provide an overview of the data collected as well as some of the recommendations

1:06:37.120,1:06:42.753

included in that regional study. So we hope you can attend.

1:06:42.753,1:06:45.840

DD: any other business before the council today?

1:06:48.880,1:06:51.447

Hearing none, we're adjourned. Thank you so much.

1:06:51.447,1:06:52.492

BS: Thank you everyone.

1:06:52.492,1:06:53.615

VB: Thank you.

Meeting concluded at ~10:59am