

ULSTER COUNTY TRANSPORTATION COUNCIL  
Technical Committee Meeting

Meeting Transcript  
July 27, 2021

Meeting held in person and via zoom at 10:00 am

0:00:07.570,0:00:13.270

DD: So good morning everybody, welcome to the.. Oh my gosh, it's July, July technical committee meeting of the

0:00:14.380,0:00:15.580

Ulster County Transportation Council.

0:00:16.750,0:00:22.270

We will go around and do introductions. My name is Dennis Doyle I'm the planning director. The main reason I'm doing this is for people on the phone.

0:00:25.120,0:00:30.460

BS: And I am Brian Slack, principal transportation planner Ulster County Transportation Council.

0:00:31.750,0:00:33.610

EP: Ed Pine Ulster County DPW.

0:00:34.720,0:00:36.593

HL: Herb Litts Ulster County Legislature

0:00:37.810,0:00:39.437

JM: John Morrow Town of Ulster.

0:00:39.437,0:00:41.728

VB: Vernon Benjamin Town of Saugerties.

0:00:41.728,0:00:45.695

SJ: Sandra Jobson New York State Department of Transportation

0:00:45.970,0:00:48.310

DD: Who do we have on the phone please? Or on the zoom meeting?

0:00:50.530,0:00:53.080

SJ - CME: Hi this is Shelly Johnston with Creighton Manning Engineering.

0:00:53.920,0:00:54.460

DD: Hi Shelly.

0:00:55.030,0:00:55.540

SJ - CME: Good morning.

0:00:56.950,0:00:59.380

CC: And Chris Cate from McFarland Johnson. Good morning.

0:01:00.760,0:01:01.630

BS: Good morning, Chris.

0:01:03.190,0:01:07.060

AM: Amy Mackenzie, New York State Department of Transportation.

0:01:07.630,0:01:09.274

BS: Welcome everyone.

0:01:09.274,0:01:10.646

DD: Anybody else?

0:01:10.646,0:01:11.457

BS: No, that's everyone

0:01:11.457,0:01:12.400

DD: Wow, okay.

0:01:14.560,0:01:18.970

So a call for citizens comments. Any citizens comments? Anyone on the phones?

0:01:20.200,0:01:27.513

Hearing none, approval of the March 23, 2021 Technical Committee meeting summary. Can I have a motion for approval please?

0:01:28.015,0:01:28.517

VB: So moved.

0:01:29.080,0:01:29.650

DD: Can I have a second?

0:01:30.000,0:01:31.060

JM: Second

0:01:31.060,0:01:31.870

DD: Any discussion?

0:01:32.920,0:01:35.620

Motion was by Vernon Benjamin. The second was by John Morrow.

0:01:37.270,0:01:38.034

BS: Thank you.

0:01:38.034,0:01:40.140

DD: Sorry we're...

0:01:41.380,0:01:42.010

BS: Short handed.

0:01:46.120,0:01:48.520

DD: Ok. Hearing none, all in favor?

0:01:48.520,0:01:50.290

Various: Aye

0:01:50.290,0:01:51.430

DD: Any opposed.

0:01:52.630,0:01:53.500

Any abstentions?

0:01:56.140,0:01:57.943

Thank you. So carried.

0:01:57.943,0:02:03.030

BS: There, there was a sign in sheet in the box. Dennis, is that going around?

0:02:03.030,0:02:04.660

DD: I think we've got it.

0:02:07.150,0:02:07.650

BS: Well.

0:02:08.650,0:02:09.370

One more time.

0:02:15.130,0:02:17.215

BS: We can do communications and announcements.

0:02:17.215,0:02:19.679

DD: Communications and announcements, Brian?

0:02:19.679,0:02:24.160

BS: Sure. A few announcements, we, I'm happy to report

0:02:24.790,0:02:33.544

that Governor Cuomo announces Empire State Trail improvements in New Paltz. This was a press release dated July 22.

0:02:33.544,0:02:43.840

The project will improve 3.5 additional miles of the Wallkill Valley Rail Trail. I believe this is utilizing leftover Empire State Trail funding

0:02:44.860,0:02:47.650

and the trail segment was selected

0:02:49.180,0:02:58.180

partially, at least, because of a completed plan by UCTC: The Wallkill Valley Rail Trail Community Opportunity Plan.

0:02:58.750,0:03:16.990

So, I believe the improvements will include intersections along that 3.5 mile stretch, as well as surface improvements and basically improving the intersections to bring it up to a basic standard

0:03:19.150,0:03:22.570

throughout that project area. So, we're really happy to see that.

0:03:24.790,0:03:25.420

I'd also...

0:03:25.420,0:03:26.948

SJ: Who's doing the project?

0:03:27.940,0:03:28.694

DD: OSI.

0:03:28.694,0:03:30.000

BS: Right, OSI

0:03:30.000,0:03:32.282

DD: OSI is acting as agent

0:03:32.800,0:03:34.030

and they're hiring an engineering firm.

0:03:35.380,0:03:39.070

Yeah it's a really nice. They've done a lot of trail projects,

0:03:40.360,0:03:52.750

I mean, talking to Bob Anderberg from the, from OSI, their board is committed to active trail projects and managing, managing trail projects. So they're doing a, you know, they've got like 70 some projects right now

0:03:54.040,0:04:06.160

throughout the region. So, they're, you know, they're basically having a significant amount of expertise now in terms of managing trails projects. And they manage the Wallkill Valley improvements from New Paltz to Kingston.

0:04:08.980,0:04:20.950

BS: And I'm passing that press release around for your information. I'd also like to make members aware that this September, the UCTC will be

0:04:21.550,0:04:33.130

partaking in what is called the triennial review, which is a review that is conducted by the US Department of Transportation federal highway and federal transit administration's

0:04:34.210,0:04:43.810

of MPOs throughout the state, throughout the nation. These occur every three years, and our number's come up. I believe it was supposed to occur last year

0:04:44.350,0:05:01.150

as scheduled, but due to COVID there was a year delay, so, we're conducting it this year. The review is conducted in close coordination, essentially in concert with Dutchess County Transportation Council and Orange County Transportation Council.

0:05:02.260,0:05:14.620

We have been requested by the two federal administration's to provide preliminary information regarding a set list of

0:05:16.390,0:05:28.000

subject areas, including areas that were reviewed and brought to our attention, four years ago, and how we've addressed them over the course of the past three years.

0:05:28.420,0:05:35.560

There was a cover letter that was submitted to us, I apologize I grabbed the wrong sheet on my way out, but we are in the process of

0:05:35.980,0:05:45.640

responding to that request for information. We'll be submitting an information packet to them this Friday, as a group, the three MPOs together acting as the TMA.

0:05:46.360,0:05:56.440

And then later the September the review's a three day review. It's pretty intensive review of all elements of the metropolitan planning process

0:05:57.130,0:06:02.560

among each MPO, and we have to keep in mind the Transportation Management Area process as well.

0:06:03.220,0:06:23.380

So, we'll keep you informed. There is an opportunity for public input. In the past, we have asked Members to participate as just members of the audience, so to speak, and provide any input to the federal agencies that might be required. So, we will keep you apprised of that process.

0:06:29.890,0:06:39.100

DD: This is an important review process, because it certifies that the MPO has met it's requirements on the federal federal regulations and

0:06:41.020,0:06:49.270

we really need to make sure that we, you know, that we don't have any findings, relative to the UCTC, or even the TMA as a whole.

0:06:49.900,0:07:02.140

So the three entities have been in significant discussions with that. I think one of the things that we have at least some concerns about Sandra is we have

0:07:03.160,0:07:13.060

a question about performance measures and what we're doing with respect performance measures. So, we don't have any idea how you folks choose things relative to be on the TIP.

0:07:14.170,0:07:16.960

And so any insight that the department

0:07:18.130,0:07:33.310

can share with us about.. I mean we're following statewide performance measures, so how the region is essentially choosing projects to be on the TIP that are in accordance with meeting those statewide performance measures without the the MPO and its response.

0:07:33.310,0:07:36.063

SJ: Ok. Is that..

0:07:36.460,0:07:39.352

Mark sent me an email this morning. I didn't get to look at the attachments.

0:07:39.352,0:07:40.620

DD: I think that could be it yeah.

0:07:40.620,0:07:45.000

SJ: And he said he had some questions. Are you guys expecting a turnaround by Friday?

0:07:45.000,0:07:48.616

DD: No, I don't think by Friday, but I think as as we go into the triennial review.

0:07:48.616,0:07:49.480

SJ: All right.

0:07:50.050,0:07:54.489

DD: You know, we we don't have a lot of transparency on the projects that you hand us.

0:07:54.489,0:07:56.618

SJ: Ok. Oh we can get you something

0:07:56.980,0:08:02.290

DD: Yeah we, I think that would help, as a region, it would help us a lot yeah yeah.

0:08:03.850,0:08:07.000

BS: Those are all the communications announcements I have.

0:08:08.470,0:08:11.801

DD: Any communications are announcements... Oh, what about the TAP.

0:08:11.801,0:08:17.890

BS: Right, we did announce during the.. actually no we didn't.. This interesting, during the last policy meeting,

0:08:19.060,0:08:27.310

the announcement for the Transportation Alternatives Program came out the very next day, so we did.. we knew it was coming but we had no idea how soon.

0:08:28.415,0:08:42.850

That grant opportunity was announced by the New York State DOT about three or four weeks ago. The Transportation Alternatives Program has, I believe it's six different categories for potential projects.

0:08:44.020,0:08:55.450

Typically trails are one of the major categories, but there are a variety of other categories, I apologize I don't have the solicitation front of me, but there are a variety of

0:08:58.570,0:09:01.630

possible project areas that can be submitted, from

0:09:03.100,0:09:16.480

streetscape design projects and other types of improvements, transportation alternative improvements. So, that announcement did go out through the UCTC distribution lists three weeks ago.

0:09:17.140,0:09:29.860

It is a 80% federal supported award with required 20% local match for any awards, I believe the project minimum is \$500,000.

0:09:31.390,0:09:40.948

I would rec.. if it's not \$500,000 I would strongly suggest that any projects submitted be at a minimum of \$500,000.

0:09:40.948,0:09:46.180

DD: We did send that notice out. If you're going to apply, please reach out to the MPO

0:09:47.380,0:09:51.880

and we'd be happy to talk you through it. You will need an engineering estimate

0:09:53.200,0:09:54.220

in order to make that application.

0:09:55.420,0:09:56.620



So, just be aware of that.

0:09:57.730,0:10:04.330

We're fairly certain that the City of Kingston is going to apply. We've actually been talking to the City of Kingston relative to a

0:10:05.560,0:10:06.490

sidewalk project.

0:10:08.230,0:10:13.870

We're not sure if there's anyone else in the County that's going to apply. The county is also thinking about applying for

0:10:15.340,0:10:19.480

adding a link to the U&D corridor

0:10:21.340,0:10:24.850

up in the Phonocia, up in the Pine Hill area. So we're also

0:10:26.470,0:10:34.840

having that discussion. We're also in discussions with respect to CFA application for that as well under the Recreational Trails Program.

0:10:36.280,0:10:50.080

So, that that's that's a study that we just completed in the U&D corridor study. So we're looking at that, I mean in the past, I think Vernon Saugerties has applied for a sidewalk out on Washington Avenue.

0:10:51.670,0:10:52.414

VB: The Village.

0:10:52.414,0:11:02.770

DD: I mean maybe the Village did it. Yeah I don't know who but someone in Saugerties, I believe they applied for that are out there. That's not a bad.. that's not a bad application to think about as well.

0:11:03.820,0:11:04.608

Just be aware of that.

0:11:04.608,0:11:05.290

VB: Yeah.

0:11:06.520,0:11:08.811

There's issues up there as you know I am sure

0:11:08.811,0:11:09.430

DD: Yeah.

0:11:11.560,0:11:18.696

But TAP is, you know TAP is something to think about. Is anyone applying for CFA money as well? Anybody applying for CFA grants?

0:11:18.696,0:11:25.116

MB: Um, I know OSI asked the Town of Rochester for a letter of..

0:11:25.116,0:11:26.649

DD: It's a master plan for the

0:11:26.649,0:11:31.967

MB: for the O&D corridor. They're calling it a feasibility study but uh,

0:11:32.980,0:11:34.851

we've adopted that

0:11:35.830,0:11:43.040

letter of support last night and I have to get that to Bob Anderberg.

0:11:43.660,0:11:51.925

DD: I wrote a letter, just so the Council knows, I wrote a letter of support from the Transportation Council for that project as well because consistent with our non-motorized transportation plan.

0:11:51.925,0:11:54.310

MB: Do you know what the amount of funding they're asking for is?

0:11:56.206,0:11:57.130

DD: It's \$300,000.

0:11:59.200,0:12:01.750

VB: Saugerties is applying for replacement of it's chiller

0:12:02.920,0:12:04.235

in the Kiwanis Ice Arena.

0:12:04.235,0:12:05.920

DD: Okay, yeah.

0:12:05.920,0:12:07.106

VB: I'm not involved in it

0:12:09.514,0:12:12.068

DD: Anything else on communications and announcements Brian?

0:12:12.068,0:12:13.385

BS: No, not at this time.

0:12:14.650,0:12:15.732

DD: So, new business?

0:12:15.732,0:12:17.800

Are you all prepared to move on to new business?

0:12:19.269,0:12:33.832

UCTC resolution 2021-06, allocation of previously unallocated Federal Transit Administrations FTA section 5307 formula funds for regional transit projects.

0:12:33.832,0:12:38.108

I'm going to take some of this. Can I have a motion for discussion purposes?

0:12:38.108,0:12:39.299

MB: Mike Baden.

0:12:39.299,0:12:41.049

DD: Mr. Baden. Can I have a second.

0:12:41.549,0:12:42.049

JM: Second

0:12:42.190,0:12:45.940

DD: Thank you Mr. Morrow. I have a motion and a second. From a distribution standpoint,

0:12:47.770,0:12:48.700

the TMA,

0:12:49.810,0:12:59.920

generates about 3 point.. about 28.. between \$19 and \$21 million for transit funding under something called the NTD program.

0:13:01.330,0:13:09.163

And that money is allocated by a specific methodology that's been adopted by vote for all three councils, transportation councils.

0:13:10.390,0:13:30.040

And that brings money back to the private sector computer carriers, as well as the public designated recipients in both Orange, Ulster and Dutchess, as well as the MTA, which is also a designated recent recipient as well. But what it does do is it takes about 10% of those funds,

0:13:31.210,0:13:39.040

sometimes a little more, sometimes a little less. It depends upon the preventive maintenance needs of private carriers and it sets them aside as unallocated.

0:13:39.790,0:13:49.870

And then every, I would say, every three to five years we do a call for projects, recognizing that the demand for transportation for transit infrastructure is lumpy

0:13:50.830,0:14:01.690

and it takes big money to sort of, to sort of fix problems or or meet capital needs in transit. So, we did a call for projects. We allocated about \$15 million

0:14:02.560,0:14:09.994

in unallocated funds to be utilized for for to call for projects. We had five?

0:14:09.994,0:14:11.276

BS: That's right.

0:14:11.276,0:14:15.070

DD: ..projects, and out of those five projects two were deemed

0:14:16.450,0:14:18.989

not worthy of further consideration.

0:14:18.989,0:14:20.235

They were actually not eligible.

0:14:20.235,0:14:21.625

BS: Right, they were ineligible.

0:14:21.625,0:14:28.690

DD: And so, the three that remained were essentially Orange.. Dutchess County for repairs to its garage.

0:14:29.740,0:14:43.905

Ulster County with respect to work on it's facilities, administrative facilities, as well as beginning work on design for its upcoming need for a bus storage facility.

0:14:44.200,0:14:53.320

And then MTA with respect to the \$200 million project which they requested I think somewhere in the neighborhood of \$5 million, or something like that.

0:14:54.460,0:14:57.820

But, and that was for signal upgrades for the MTA.

0:14:58.840,0:15:08.281

And the awards are about \$4.2 million for Dutchess County, about \$4 million for Ulster County, and about \$3.7?

0:15:08.281,0:15:16.450

BS: No, the awards are listed in detail in attachment one which is page three. That was close Dennis. Dutchess County was \$4.4,

0:15:17.650,0:15:24.012

MTA was \$4.1, and Ulster County was \$4 million. Those are the request amounts.

0:15:25.420,0:15:28.810

DD: And this still leaves an unallocated balance for us.

0:15:30.010,0:15:35.620

Yeah, it's close. Well, we still have an unallocated we have.. It's a little over, I think, as I recall.

0:15:36.970,0:15:49.900

So, we still have an unallocated balance that we wanted to, we wanted to preserve and then we still are going to get money for the 2020 and 2021

0:15:49.900,0:15:52.630

roll out of funds as soon as we hear back from the State.

0:15:53.980,0:16:07.930

So, we're in good shape from a transit funding perspective and then that's why we're doing this. And all of the applications were reviewed by the three, committee of the three MPOs, with a unanimous recommendation for the awards.

0:16:09.100,0:16:10.330  
So, that's the explanation.

0:16:11.440,0:16:24.670  
BS: And again, if you look at page three of draft resolution 21-6, there's a full summary of the funding available, the distribution and remaining funds.

0:16:26.410,0:16:27.190  
DD: Any questions?

0:16:29.380,0:16:31.522  
Mike? No? Ok.

0:16:32.140,0:16:33.190  
So, all in favor?

0:16:33.712,0:16:34.908  
Various: Aye

0:16:34.908,0:16:35.980  
DD: Any opposed?

0:16:40.150,0:16:42.548  
Any Abstentions? So carried. Thank you.

0:16:43.690,0:16:54.702  
Item B draft resolution 2021-07, support for the New York State Department of Transportation (NYSDOT) Targets for safety performance metrics. Do I have a motion for discussion purposes?

0:16:54.702,0:16:55.718  
JM: So moved.

0:16:55.718,0:16:57.697  
DD: Thank you Vernon.

0:16:58.318,0:16:58.939  
BS: It was John.

0:16:59.080,0:17:00.531  
DD: Thank you John. I'm sorry. Do I have a second?

0:17:00.531,0:17:01.031

VB: Second.

0:17:01.031,0:17:02.470

DD: Thank you Vernon. I apologize.

0:17:05.050,0:17:06.345

So, Brian?

0:17:06.345,0:17:07.270

BS: Certainly.

0:17:09.670,0:17:19.480

Transportation performance management has been something that's been in place for a number of years now. All MPOs throughout the country are required to

0:17:20.380,0:17:35.050

participate in this process. There are a variety of different subject areas, including infrastructure, transit safety, and the resolution front of us today is regarding safety performance measures.

0:17:36.310,0:17:42.340

You'll note in the description in the agenda, as well as included directly in the resolution,

0:17:43.870,0:17:50.860

The UCTC is required to update its safety performance measures on an annual basis.

0:17:52.450,0:18:02.350

For some of the other measurements we don't need to update them annually. It's still only as needed for the other measurements, but the safety requirement is a annual requirement.

0:18:03.610,0:18:11.200

Every year, the New York State Governors Traffic Safety Board updates a new target.

0:18:12.400,0:18:32.020

Those targets are delivered to the New York State DOT and the New York State DOT then request MPOs statewide to adopt the statewide target, and that is the purpose of the resolution in front of us today. There is a fact sheet that I provided as well, that really does a better job explaining

0:18:33.040,0:18:43.570

how the targets are developed and arrived at, and what of rolling target is. The fact sheet looks like this and I'll try to bring it up on screen in a moment.

0:18:45.190,0:18:46.840

Essentially, this is a five year..

0:18:46.840,0:18:47.980

DD: Did everyone get a copy of the fact sheet?

0:18:47.980,0:18:57.460

BS: Thank you Dennis. This is a five year rolling target. So, we take the latest five years of data available on the various

0:18:59.440,0:19:17.170

performance measures. Those performance measures include the number of fatalities, these are statewide measures bear in mind, statewide measures number of fatalities, the rate of fatalities, so, that's the number of fatalities per 100 million vehicle miles traveled to give

0:19:18.610,0:19:22.030

a normalization of that statistic to help make more sense out of it.

0:19:22.960,0:19:31.960

And then we go to serious injuries, and again the rate of serious injuries and then, finally, the number of non motorized fatalities and non motorized serious injuries.

0:19:32.590,0:19:45.790

So the latest five years of data are used to generate a target. The oldest year is dropped and the newest year is added on. When we do that, we're able to develop a trend. On page two, it shows trend lines

0:19:47.380,0:19:52.660

for the data for each of these target areas and you'll note that

0:19:53.890,0:20:04.480

over the course of the past five years of data, I believe that data is 2015 to 2019, we are showing a year to year declining rate.

0:20:05.110,0:20:16.360

which is, of course, good news. I believe there's a number of reasons behind the decline, least partially is a decrease in vehicle miles traveled statewide.

0:20:16.810,0:20:28.360

Fewer miles on the road means fewer crashes overall. I think, as time goes on, we've certainly noted that you probably heard in the news during the pandemic



0:20:29.080,0:20:39.040

crash rates have gone up for a variety of reasons, some of which are still unknown. But, fatalities on the road and including I think among

0:20:39.640,0:21:00.520

pedestrians and cyclists did go up during the pandemic so that's something that we will likely see in the years ahead, as we continue to measure these trends. So, the only other thing to note regarding the forecast is that we create.. we use our baseline five years of data

0:21:01.630,0:21:04.330

to develop a forecast, but because

0:21:05.770,0:21:15.283

statistics being what they are, we could see the trend line, as we see right now, if we project forward to year 2022,

0:21:15.580,0:21:23.020

we're projecting a very significant decline just following the trend line of 10% for fatalities and 10% for...

0:21:24.700,0:21:36.310

or 3% decline for serious injuries. That's probably not a realistic goal, that's just the trend line. So, the federal regulations require

0:21:37.510,0:21:50.050

State Departments of Transportation to put a cap, a 1% cap on the predicted target. So, there is a 1% cap on the target for 2022. So, you'll note

0:21:51.160,0:22:02.890

in the chart, the New York State DOT target for 2022 is number of fatalities at 1,005 total and the fatality rate of 0.818.

0:22:06.130,0:22:12.910

That is very brief explanation of the safety performance target. Again the resolution

0:22:16.000,0:22:25.600

suggests or request that we adopt the state targets, rather than use our own Ulster County targets for the performance measure.

0:22:26.800,0:22:29.703

EP: Is this over all roads within the county?

0:22:29.703,0:22:43.690

BS: I believe it's only on.. wait no, the crash rate, I believe, is the latest, no, it's all crashes, all crashes. And, it's, so it's it's not just the county, it's the state. These statistics are developed statewide.

0:22:45.250,0:22:45.850

DD: Anything else then?

0:22:47.830,0:22:48.330

Vernon?

0:22:48.330,0:22:49.886

VB: I have a couple of questions

0:22:49.886,0:22:53.710

You mention during the pandemic, the accident rate went up.

0:22:53.710,0:22:59.020

Is there any relation to vehicle miles traveled? Did they go up or down?

0:22:59.020,0:23:10.600

BS: Well, I haven't seen the data, because vehicle miles traveled certainly did go down as well, but crashes did go up. There's some anecdotal evidence that I've heard only just through the media.

0:23:11.200,0:23:21.460

No research papers yet, that it may be, because people are driving.. There are fewer people on the road, so people are driving faster and taking greater risks

0:23:22.210,0:23:30.004

during the lockdown. But, it's really a real question as to what exactly was occurring.

0:23:30.004,0:23:38.170

DD: Don't forget, it's based on millions of miles traveled so if the crash rate remains relatively steady and you have a significant drop in vehicle miles traveled, your rates go up.

0:23:40.270,0:23:49.720

We suspected that, we didn't do any counts, because there was.. I mean for us us folks that went to work there was nobody there. People who drives the road every morning and there was nobody.

0:23:50.830,0:23:52.810

VB: So, it's not based on actual information?

0:23:54.100,0:23:56.192

DD: We don't want.. we don't we don't know yet.

0:23:56.192,0:24:01.062

BS: well yeah we're not, we're not there. Next year we'll start to see the results.

0:24:01.062,0:24:02.775

DD: Any, any other question? Anything else Vernon?

0:24:02.775,0:24:07.218

VB: I did. A little more subtle,

0:24:07.840,0:24:08.340

The..

0:24:09.280,0:24:12.970

Is there another like performance measure that

0:24:14.050,0:24:15.730

rises just to load these?

0:24:15.730,0:24:20.380

This deals with fatalities and serious injuries and yet I can perceive of

0:24:22.150,0:24:31.139

incidents that could occur, that show a pattern of minor accidents that suggests a serious cause of concern.

0:24:31.139,0:24:45.160

I think that happened with the thruway in Saugerties and these concerns of the fireman and police everybody were raised and it was finally, it was addressed very well so far, by the DOT but, it took a while.

0:24:46.690,0:24:48.940

If I may, and I wonder if a

0:24:50.890,0:24:58.753

performance measure like this at that level might help to address that more quickly, or at least help focus on it better.

0:24:58.753,0:25:01.480

DD: So, I hear what you're saying, I think.

0:25:02.230,0:25:11.200

Coming, this is for me, I think. Coming from the feds in terms of performance from the state, the focus is on fatalities and serious injuries.

0:25:11.710,0:25:16.060

That doesn't mean that the MPO is not focused on other types of accidents that occur.

0:25:16.570,0:25:26.590

And one of the things that we are doing is we're in the process of completing a county wide safety study. So, that county wide safety study looks at all types of crashes.

0:25:27.430,0:25:36.280

And, and then it takes a look at where those crashes.. What areas, intersections, and segments of roads where those crashes

0:25:36.610,0:25:50.020

occur that are above the statewide average. So while there's not quote a performance measure, we're concerned about it and we're looking at those areas. One of the things that we that we've done and talk to this Council about is

0:25:51.700,0:25:54.070

looking at how those areas can be fixed and

0:25:55.240,0:26:00.610

that study should be done, I would think, by the end of this month or early or early next month for release.

0:26:01.780,0:26:08.590

And you're going to see a characterization of crashes by road types you're going to see the characterization of crashes by

0:26:10.270,0:26:28.750

types of crash and there's a wealth of charting information in there. And then what we did is we pulled out, we did what I would call the David Letterman. We pulled out the top 10, top 10 areas. We did five on on road segments, excuse me, and five on intersections.

0:26:29.770,0:26:36.160

And we didn't do that, we didn't do that in terms of in terms of saying well, these are the worst areas, what we did,

0:26:38.050,0:26:43.630

We did it across the range of, a range of types of types of

0:26:44.740,0:26:54.220

roads that.. where they occurred on. I mean, if we just did it on severity, it would be all state roads. So, we did it across the range of roads. And the interesting thing when we did that,

0:26:55.060,0:27:00.730

we identified, we happen to identify one of the areas in Gardiner where there was a recent recent fatality.

0:27:01.600,0:27:09.490

And we use, we had data on that. But, you'll see that data out there. And, to answer your question is while it's not an adopted performance measure,

0:27:09.790,0:27:19.540

the Council in its planning program has moved to essentially look at those areas where there are crashes that occur that are above the statewide average and what we should do about it.

0:27:20.380,0:27:32.530

But, also say that the state does a similar thing for its for its road systems with respect to high accident locations and high, and priority accident locations, what they call PILs and HALs.

0:27:33.550,0:27:42.670

And they're, they're done on an annual basis, that's my understanding, that they're done on an annual basis as well. So, there's a look at, even though it's not a quote performance measure out there.

0:27:45.070,0:27:52.210

And then, when we make decisions with respect to TIPs well make decisions on on looking at where those were those things occur.

0:27:52.990,0:28:05.320

I will tell you in Ulster County the number one concern with respect to crashes is run off the road. That's the number, I mean it could be it outshines you know, in many instances 40 or 50%.

0:28:06.670,0:28:12.970

and very interestingly, some of the areas where you think you'd have high crash rates because of substandard and features in the road,

0:28:13.420,0:28:17.366

you find out the crash rates are very strangely related to some other factor.

0:28:17.366,0:28:18.477

BS: Animals.

0:28:18.477,0:28:25.960

DD: I mean the classic example is the concern at the Golden Hill intersection with 32 in the City of Kingston.

0:28:26.980,0:28:33.820

We did an analysis of the accidents that occurred there. I think there were seven in five years and four of them are related to related to deer.

0:28:35.950,0:28:41.890

And you just look at it and so, that's you know.. But, the point being is is that there's some good data being developed on

0:28:42.640,0:28:49.270

this and we'll continue to look at how that relates in terms of people looking at TIP projects.

0:28:49.840,0:28:58.879

And working with the state, as we did in Saugerties, working with the state to use that accident data and crash data to make a case for for needed improvements.

0:28:58.879,0:29:02.380

And I think we got an excellent response from the state and in Saugerties.

0:29:04.180,0:29:06.730

VB: It's ongoing but certainly calmed things down.

0:29:07.990,0:29:13.017

MB: Dennis, is that maintained for all roads, including local?

0:29:13.017,0:29:17.050

DD: We.. where there was data... where.. the crash data we did look at local roads.

0:29:17.500,0:29:24.640

Definitely looked at local roads. Right, so we do have that data. The difficulty in the crash data for local roads is the estimate of volume.

0:29:25.540,0:29:34.203

Yeah, so, when you look at local roads with respect to how they fare in terms of statewide averages, we may not have volume information. But, we did look at local roads.

0:29:34.203,0:29:40.240

MB: i'm just just curious, and this, this was an ongoing discussion in our Town Board a while ago about

0:29:43.510,0:29:56.110

pavement marking on the local roads. As you know, very few, if any, local roads have sidelines and center lines and I'm told by our former highway superintendent that there is a really the reason for that, but.

0:29:56.800,0:29:58.709

DD: Probably most of them are substandard.

0:29:58.709,0:30:10.240

MB: Exactly. And he said in terms of maintenance of it as well that when it's.. it's a high cost to keep those maintained, especially on the edges, the shoulders.

0:30:11.266,0:30:18.326

But, I was just curious if that factored into it with you know the drive off so things like that?

0:30:18.326,0:30:26.770

DD: I don't know what the rates were relative to local roads versus county roads, I just don't know I don't have a good handle on that on that data.

0:30:28.210,0:30:29.560

I would say that that

0:30:30.670,0:30:47.050

warning signs and signage is a critical concern that the county has. We're looking at.. we've done a look at our entire sign inventory with the idea that, as we go through an upgrade our signs and you have a federal responsibility with respect to..

0:30:48.130,0:30:48.907

What's it called?

0:30:48.907,0:30:49.718

BS: retro reflectivity.

0:30:49.718,0:30:51.970

DD: Thank you. Retro reflectivity.

0:30:52.390,0:30:59.290

For the signs to be upgraded to meet those. We're headed.. the county is headed in that direction. It has a capital program that

0:30:59.650,0:31:10.540

Essentially fixes signs on a regular basis. Trying to.. we have about 11,000 signs you know at a county level for 400 some odd miles or so from Chevron signs to

0:31:11.140,0:31:21.040

curve signs etc. And there's some science to this but we are off the topic. But, I think we should schedule, probably for the September meeting

0:31:21.730,0:31:32.740

a presentation of the results of our crash study that we did the county wide crash study, because it is, I think, for us as an MPO, this is a landmark study.

0:31:33.640,0:31:45.640

It's brought forth quite a bit of information and data crunching and the results are pretty solid. So, I think David would very much like to present that information to everyone in September.

0:31:47.950,0:31:51.940

So, that.. we have a motion and a second on the resolution. Any additional discussion?

0:31:53.500,0:31:54.380

All in favor?

0:31:54.380,0:31:55.370

Various: Aye

0:31:55.370,0:31:56.380

DD: Any opposed?

0:31:57.970,0:32:00.424

Any abstentions? Thank you.

0:32:01.180,0:32:04.420

Item C, draft resolution 21-08, amendment to the

0:32:04.420,0:32:16.480

Ulster County Transportation Council state fiscal year 2021-22 Unified Planning Work Program to add a new project as showing the attachment one. That new project is website updates.

0:32:18.130,0:32:21.750

And so, if I can get a motion for discussion purposes?



0:32:21.750,0:32:22.708

JM: So moved.

0:32:22.708,0:32:24.880

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

0:32:24.880,0:32:26.088

MB: Second. Mike Baden

0:32:26.088,0:32:29.077

DD: Thank you Mr. Baden. I have a motion and a second. Any discussion, Brian?

0:32:29.077,0:32:39.550

BS: I just, a point of order, correction in the resolution it says page one of three. This is a two page resolution. There are no missing pages it's

0:32:41.890,0:32:57.430

Regarding resolution 21-08. Yes, we have identified the need to do a website update for several years now. Well the entire Ulster County website, Ulster County government website was updated, I don't know six or seven years ago was it?

0:32:58.450,0:33:08.590

And that was a pretty comprehensive and pretty significant undertaking. And, since then, our own UCTC web page has gotten a little long in the tooth. We

0:33:09.190,0:33:15.370

keep more documents on our web page, or at least as many as any other department

0:33:15.940,0:33:27.550

in Ulster County government and they're obviously a wide variety of subject matter from transit to safety to trail studies and then just information studies that are major documents as well.

0:33:28.180,0:33:34.389

It's become difficult for us to find documents on our own web page.

0:33:34.389,0:33:46.240

DD: It's an insider's web page, so to speak. If you want to find a document you have to know where to look. If you're a member of the general public, trying to find it a study or or any material on it and it's just not,

0:33:47.320,0:33:54.580

it's just not the way to do things, and it has it has issues with respect to ADA compatibility as well.

0:33:56.380,0:34:02.290

And we've been in discussions with our IS department about where we are at as a County update.

0:34:03.460,0:34:13.660

And we're of the opinion that we're we're not going to get anywhere soon. And so we're going to take it on our own. We would still be hosted by the county, but we would,

0:34:14.680,0:34:15.400

we would do this

0:34:16.420,0:34:31.030

as a separate a separate website and that's not unusual. The tourism website is done that way, the board of elections website with recently updated chairs, our sheriff's department. So, we would move in that direction.

0:34:32.200,0:34:37.600

And we were literally being forced to on some of the some of the ADA.

0:34:38.920,0:34:50.920

BS: I would also add that during our last triennial review, it was noted by the Federal highway administration that they would like the MPOs to really have their own standalone

0:34:51.460,0:35:01.990

site and essentially brand, even if you are hosted by a county government which several MPOs are hosted either by county governments or by transit authorities.

0:35:02.500,0:35:11.890

They would like the MPOs, to show certain level of autonomy, so they they recommend that we have our own standalone website as well.

0:35:14.470,0:35:39.520

So, the revision, as proposed, is to transfer \$35,000 in our FHWA savings from savings into the program and which would still leave us with an unpaid balance, ie savings of \$278,000 just over \$278,000.

0:35:40.810,0:35:54.010

While, we have not done an independent cost analysis, I have received some anecdotal information from web developers to \$30,000 would be will get you a very good website.

0:35:57.700,0:36:05.365

So, the \$30,000 is for consultant procurement and then the \$5,000 in addition is for staff, support for our time.

0:36:05.365,0:36:15.370

JM: I think it's probably very appropriate that we have control over our website rather somebody else. We know what we need, you know what you need to find things and

0:36:16.840,0:36:19.810

obviously, we have money to do it properly, so I think we should

0:36:21.100,0:36:23.290

go ahead and do that, and I would make a motion to that.

0:36:24.700,0:36:26.080

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

0:36:26.080,0:36:28.485

MB: I'll second that motion.

0:36:37.210,0:36:39.449

DD: Thank you Mr. Baden.

0:36:40.690,0:36:42.197

I have a motion and a second. Any additional discussion?

0:36:42.197,0:36:45.273

VB: Can we go through home computers to this site?

0:36:47.740,0:36:51.405

DD: Different topic, but we're also working with the reapportionment committee to do that.

0:36:53.350,0:36:55.270

I have a motion and a second. Any additional discussion?

0:36:58.030,0:36:58.780

All in favor?

0:36:58.780,0:37:00.000

Various: Aye

0:37:00.000,0:37:00.760

DD: Any opposed?

0:37:01.999,0:37:04.925

Any abstentions? So carried. Thank you.

0:37:05.425,0:37:07.558

Other old business, Brian?

0:37:08.170,0:37:12.220

BS: Sure. I'd like to bring your attention now to..

0:37:14.170,0:37:23.860

we only made a few copies I'll circulate mine it's called the draft performance and expenditure report for the previous state fiscal year 2022-2021.

0:37:24.910,0:37:33.970

This is a requirements of MPOs that has more or less been in place for some time, and I think

0:37:34.540,0:37:45.460

the the latest interpretation by our friends at the federal highway administration and federal transit administration have brought us to this point where now they would like us to see...

0:37:46.120,0:38:01.600

to provide to them on an annual and semi annual basis, this performance and expenditure report. It's essentially an accounting of all the work we do on an annual basis and it follows the outline of our Unified Planning Work Program which is

0:38:03.130,0:38:06.250

obviously, our work program for the state fiscal year.

0:38:07.780,0:38:22.090

So, this has not been accepted by NYSDOT, FHWA and FTA. At this point, it is still draft and I'm awaiting to receive feedback from

0:38:22.630,0:38:34.960

the New York State DOT. New York State DOT planning bureau in Albany does a preliminary review for us, which is a very nice courtesy review, before we then submit it to the FHWA and FTA.

0:38:36.070,0:38:47.200

So, as you review it, I've not yet posted this on to our website, but I will very, I'm just waiting to get the approval from NYSDOT before I do that.

0:38:48.670,0:39:06.430

But, it provides again, a full accounting and summary of all the work that we've done throughout the state fiscal year. You'll see there's a section, this is for each task area outlined in the UPWP we provide actual performance, the work we did.

0:39:08.860,0:39:25.510

Some areas there's a great amount of detail and other areas we really didn't necessarily do a lot of work and that information is provided. Progress and meeting schedules is provided, status of expenditures and any revisions or other supporting data

0:39:26.560,0:39:43.120

on the individual task item. I should note that in some areas you'll find that there is a fiscal summary at the conclusion of the report and some task areas we do go over the anticipated budget and in some areas we go under.

0:39:44.470,0:39:57.280

Because we have an overall PL budget we are able to draw funds from other task areas, so we are not in the traditional sense over budget.

0:39:58.120,0:40:11.530

We might just be over the amount of time we allocated to the specific task. Usually it's because staff is spending more time than we anticipated but we're able to account for it through our timesheets and through the

0:40:12.670,0:40:16.750

financial summary so we don't necessarily get penalized for that.

0:40:18.671,0:40:20.860

DD: Any questions?

0:40:24.550,0:40:25.540

Anything else Brian?

0:40:26.290,0:40:31.148

BS: That's everything for the performance and expenditure reports.

0:40:31.148,0:40:37.360

DD: We already announced the transportation alternatives program so we don't need that. UCTC project updates?

0:40:38.020,0:40:39.757

BS: Off the top of my head..

0:40:39.757,0:40:41.149

DD: I want to do..

0:40:41.149,0:40:42.646

BS: Why don't you go ahead Dennis, go ahead.

0:40:42.646,0:40:51.280

DD: So we, one of the things that was programmed in our UPWP this year was a resiliency study.

0:40:53.020,0:40:57.700

We have selected a consultant it's GZA.

0:40:59.260,0:41:05.980

With about 15 different corporate names, but they're out of their out of New York or Massachusetts depending upon their offices

0:41:07.180,0:41:10.780

Combined with Cambridge Systematics, which has done a lot of work in this effort.

0:41:12.130,0:41:30.310

And that contract has gone through the county legislature for approval, has been approved. It's about \$113,000 and it will be the second of its kind by an MPO in the state of New York so we're not on the cutting edge but we're certainly we're certainly leading it.

0:41:31.450,0:41:36.040

And one of the things that we're going to do, which ties into our website update is

0:41:39.100,0:41:45.730

being negotiated with the consultant, with respect to how to present the data. Resiliency work is

0:41:47.410,0:41:52.270

map intensive. We're actually going to we're actually going to use an ArcHub site.

0:41:53.350,0:42:02.860

An ArcHub is a is a ESRI based website that essentially allows you to do interactive mapping on it, as well as

0:42:04.030,0:42:13.600

a number of other things, public public information work as well. So, we're going to establish.. the county IS department has an ArcHub license.

0:42:15.070,0:42:19.390

And we're having that discussion it's whether we should have a separate ArcHub license or not

0:42:20.500,0:42:23.620

for this. It comes with our with our standard

0:42:24.850,0:42:41.050

enrollment with respect to ArcGIS everybody knows what ArcGIS is so, we have a basic ability to do that. We're going to build this study, not on paper and on PDF, we're going to build this study on an Arc website.

0:42:42.520,0:42:48.610

Or, we're taking some direction from this the way Dutchess County built it's moving forward long range transportation plan.

0:42:49.660,0:42:57.190

I actually think, and we told Dutchess County this, that that is a that should receive national recognition. That is that good.

0:42:58.030,0:43:13.030

And so, when we saw that, we saw what they did the thought being is is that this was a study that resilience to study was a way that to get that information out there and allow the public and the decision makers to understand it a lot better than a document with static maxim.

0:43:14.320,0:43:33.190

And the good thing about this as as as things change, climate change happens, we can update the mapping and update it with any disasters that occur etc. There's a number of standards that we're using in this from FHWA and from the State in terms of how to how to measure resiliency.

0:43:34.210,0:43:36.310

And we think we have a really good consultant.

0:43:37.330,0:43:42.760

We have, there's a gentleman from from Cambridge Systematics that is pretty impressive.

0:43:44.140,0:43:53.726

BS: And GZA has done quite a bit of work in Ulster County contracted through New York City Department of Environmental Protection in the watershed.

0:43:53.726,0:43:57.550

DD: So, we're we're we're looking forward to starting that stuff.

0:43:59.410,0:44:02.500

So, that's the that's the one thing I want to report the other thing is, is that

0:44:03.370,0:44:14.410

we skipped 2020 with respect to our traffic counts we're in the process of putting tri-state back under contract with respect to starting traffic counts. We'll do quite a few traffic counts this year.

0:44:15.310,0:44:28.330

Assuming that we can actually get them because they're going to be pretty busy. Everybody's playing catch up with respect to traffic counts, because we didn't count and 2020 mainly because we didn't think the counts were going to be valid in 2020.

0:44:29.380,0:44:34.210

So, we're going to start that work, we will be doing some pedestrian counts as well.

0:44:35.260,0:44:42.186

And we've been asked to look at some areas with respective pedestrian counts. So, those are MioVision counts I think it's called.

0:44:42.186,0:44:44.050

BS: Yeah it's a camera system.

0:44:45.520,0:44:47.380

DD: So, we will be doing some of those.

0:44:48.700,0:44:57.760

Anything else I'm missing Brian? Oh, I know the U&D corridor study. The U&D quarter study is about to be completed.

0:44:59.350,0:45:03.208

We have.. we expect that by the end of this month

0:45:03.208,0:45:05.817

BS: Yeah, any day now really.

0:45:05.817,0:45:08.590

DD: Any day. We also developed a

0:45:09.970,0:45:22.630

We also developed a brochure for that study that details what the study does and what the opportunities are and we're going to use that essentially to

0:45:23.200,0:45:29.650



go to our funding sources. Understanding that the area that we're trying to, we're talking about in terms of gaps,

0:45:30.040,0:45:37.630

actually connects a significant portion of state land. It runs from essentially a Highmount through the Belleayre Ski Center down to

0:45:38.170,0:45:48.130

to the Belleayre day use area on 28 and down to Giggle Hollow where the state has now, has a wild forest area where they've acquired about 1200 acres

0:45:48.961,0:46:00.790

So, this is a major connector through there. We anticipate asking both ORDA and DEC for funding for this and, hopefully, would like to start design sometime next year, if we can line up the funding sources.

0:46:01.810,0:46:07.240

So, we want to move essentially from a feasibility to design in a rapid fashion.

0:46:08.920,0:46:16.210

So, that's out there, and then the other thing that we're looking at is railroad safety, particularly in this in the City of Kingston.

0:46:17.470,0:46:22.870

This was originally started to focus on railroad safety, as it related intersections

0:46:23.890,0:46:33.730

but the city has gotten a number of grants and proceeded to do work on Flatbush and Foxhall avenue with respect to their safety and they're programming projects for that now,

0:46:34.660,0:46:48.640

with the state. So, we're focused on railroad safety with respect to adjoining land uses because a lot of our fatalities in the city are not occurring at intersections they're occurring about people sneaking onto the tracks and getting hit that way.

0:46:50.320,0:46:54.340

We have a.. we really want to take a look at that and see where those,

0:46:55.630,0:46:58.810

where those opportunities lie to improve rail safety.

0:46:59.860,0:47:02.650

To give you an example, they built the

0:47:03.850,0:47:08.740

Empire State Trail runs along Greenkill Avenue in the City of Kingston right adjacent to the railroad tracks.

0:47:09.250,0:47:23.080

There is a fence that was actually put up against the against the railroad tracks to keep the keep people off of it. Unfortunately, across the railroad tracks and over the river you get to the YMCA so the fence was cut almost immediately.

0:47:24.460,0:47:33.580

Ulster County Transportation Council: So we so it is a, it is a question of of it's not necessarily border wall question, but it is a question that we need to think about in terms of.

0:47:34.090,0:47:47.320

Ulster County Transportation Council: People want to get someplace they're probably going to find a way to get that to you may want to think about monitoring, something that was their education just milling pedestrian and seek details about the tree nice I don't know I don't really.

0:47:48.550,0:47:55.210

Ulster County Transportation Council: eat so i'm just wondering if there's a component there, especially like if you catch them really early like you know, in the schools.

0:47:55.750,0:48:03.370

Ulster County Transportation Council: i'm just thinking like city atmosphere, you know you probably have a lot of schools where you might be some sort of education Program.

0:48:04.000,0:48:13.510

Ulster County Transportation Council: I will say I we did participate, there was a task force that was assembled by the city as a request to the city safety officer that included.

0:48:14.200,0:48:20.770

Ulster County Transportation Council: Mr friend jello from the Federal highway administration CSS representatives and Dave Corrigan.

0:48:21.730,0:48:29.380

Ulster County Transportation Council: Along with many others, and we identified the need for education and we essentially did for lack of a better word a sting operation.

0:48:29.710,0:48:40.840

Ulster County Transportation Council: Where this is a very common cut through in the city of kingston i'm sure it's been a cut through for generations of kids trying to get from the ymca to greenville avenue and.

0:48:41.470,0:48:55.870

Ulster County Transportation Council: We met with other there are a variety of people after school, who are waiting for kids to cross at that area, they were not detained or anything but they're provided a safety message.

0:48:57.040,0:49:05.890

Ulster County Transportation Council: And that safety message was delivered in the school that day how effective was it, it has to be sustained over time, obviously, for it to be effective.

0:49:06.250,0:49:13.900

Ulster County Transportation Council: I will say, with the new fence we're really happy to see it go up, it was almost as Dennis mentioned immediately cut and spent a cat and mouse game.

0:49:14.440,0:49:32.290

Ulster County Transportation Council: Ever since whenever I see it, cut and roll back i'll call dp w there's a sea of kingston 511311 system and they're very effective at responding to those complaints on the 311 system and they've gone out almost immediately and repaired, the cut.

0:49:34.990,0:49:40.060

That that's the way that you can also help with that very dedicated.

0:49:42.250,0:49:56.950

Ulster County Transportation Council: And it seems like it has been occurring less frequently I whenever I drive down Greek kill, I tried the weeds are high, now there may be a Cot in the fence or may not be but it doesn't appear as though the fence has been breached, for a number of months now.

0:49:58.420,0:50:03.910

Ulster County Transportation Council: So the other study that we're looking at, we have a draft scope on that, I think.

0:50:04.540,0:50:08.710

Ulster County Transportation Council: is reviewed is the nine w quarters, I know we haven't submitted the scope, yet.

0:50:09.040,0:50:16.750

Ulster County Transportation Council: we're still reviewing it internally but we've talked about the Center so yeah so that's going to have to go to nice little bit it's Nice that jurisdiction but it's basically.

0:50:17.140,0:50:35.410

Ulster County Transportation Council: That section from the develop the old viaduct that went over it was over the CSS railroad by where the former red lobster us to be out to tool nine oh OK that section true there to look at pedestrian safety accident rates crash rates and signal signal signal time.

0:50:37.270,0:50:45.820

Ulster County Transportation Council: holster and I think the next the next goal of the next study after that was probably the move, and you Albany avenue in kingston except for one section things that has.

0:50:46.120,0:50:50.290

Ulster County Transportation Council: Multiple curb cuts know four lanes to two lanes in each direction.

0:50:50.830,0:50:56.110

Ulster County Transportation Council: To look at that that's The next thing, I think that we look at this as we go through that that quarter out there, the.

0:50:56.470,0:51:11.710

Ulster County Transportation Council: Traffic is building in those areas and actually rates are up with a nice not just eliminated left hand turns and one of the one of the properties out there, so that's the next study that that will be rolling out for that area is turning into hockey.

0:51:13.360,0:51:14.560

Ulster County Transportation Council: hockey that's right thanks.

0:51:16.720,0:51:18.640

Ulster County Transportation Council: So is it effective three or four places.

0:51:20.020,0:51:26.200

Ulster County Transportation Council: But I think that's actually very yeah yeah that's the next I think next area will will take a look at.

0:51:27.280,0:51:36.430

Ulster County Transportation Council: as well, so that's the that's the studies we're currently involved in staff has been pretty busy, but we also have finished and have copies of.

0:51:37.120,0:51:49.000

Ulster County Transportation Council: The long range transportation plan right, those of you who attended in person will get a parting gifts today Okay, you want to show them with that yeah I think I had a copy of it last week.

0:51:54.160,0:51:55.840

Ulster County Transportation Council: We I think this just came out.

0:52:10.690,0:52:11.260

Ulster County Transportation Council: Cover letters.

0:52:20.650,0:52:21.880

Ulster County Transportation Council: It is up on the website.

0:52:23.380,0:52:27.100

Ulster County Transportation Council: It is this was done in House and my graduation.

0:52:32.260,0:52:38.620

Ulster County Transportation Council: From mapping to to graphics to all of that, I think you came out well it's a highly capable documents.

0:52:39.850,0:52:40.350

Ulster County Transportation Council: and

0:52:42.250,0:52:50.530

Ulster County Transportation Council: gives you one of the one factor that gives us some pretty decent information in terms of where we'd like to go from transportation projects.

0:52:52.420,0:52:59.350

Ulster County Transportation Council: really interesting thing, in my mind was he had an opportunity in this document put together, something which I call.

0:53:01.450,0:53:04.300

Ulster County Transportation Council: You know plants, the plants, the projects.

0:53:05.950,0:53:11.410

Ulster County Transportation Council: And the npr has an excellent track record, I think, mainly because we focused on.

0:53:13.690,0:53:23.980

Ulster County Transportation Council: So we have an excellent track record of doing plans and and having those plans extra be picked up by jurisdictions either the state or others.

0:53:25.960,0:53:26.460

Ulster County Transportation Council: So.

0:53:27.700,0:53:28.200

Ulster County Transportation Council: In.

0:53:28.960,0:53:37.150

Ulster County Transportation Council: The examples I was the most recent example, obviously in my mind is the improvements and walk the walk of valley retro.

0:53:38.140,0:53:51.010

Ulster County Transportation Council: picked up by empire state they had a document that back to you and us to essentially move right through it and a 557 roundabout Broadway that keeps the growth like project we did a physical building a better Broadway.

0:53:51.610,0:54:06.190

Ulster County Transportation Council: We did that study for this for the city, I think the credit or any kind of us to celebrities work, we also take credit us with that there's other there's other projects out there thinking, we can say that voices lane.

0:54:07.240,0:54:10.300

Ulster County Transportation Council: intersections once again if we ever get it done.

0:54:11.560,0:54:17.170

Ulster County Transportation Council: But I think those those are things that basically speaks to the idea that if you.

0:54:17.530,0:54:27.040

Ulster County Transportation Council: That, if you plan it, they will build it, but a little literally if you can focus on things that need a community that are contextual see turn up and Community see a better transportation future.

0:54:27.430,0:54:44.560

Ulster County Transportation Council: That you can actually you can actually influence where money flows, and I think that that's been that's been the hallmark of some of the things that we've done and we certainly want to sit down, so I just want to say, we did do a limited copy these copies are intended for the town.

0:54:45.730,0:54:53.710

Ulster County Transportation Council: They were rather expensive, so we only did 40 copies, so I apologize, but the full document is available electronically.

0:54:55.420,0:55:05.470

Ulster County Transportation Council: So we'll be working to get that distribution out to each municipality, and the department and some department heads as well over the course of the next several weeks.

0:55:08.410,0:55:11.860

Ulster County Transportation Council: Okay, great Thank you Sandra.

0:55:13.270,0:55:20.950

Ulster County Transportation Council: One last time yep anything anything from I just have one more there's one item on the agenda left yes sponsors.

0:55:23.110,0:55:25.780

Ulster County Transportation Council: Locally sponsored federally project updates.

0:55:27.970,0:55:31.960

Ulster County Transportation Council: May, yes i'm that we did.

0:55:33.880,0:55:51.160

Ulster County Transportation Council: Project updates during the last meeting I wanted to I mislabeled this in the agenda, I really want to talk about tip performance for this agenda item, and I have a copy of a report from this generated from each step the online.

0:55:52.420,0:56:13.840

Ulster County Transportation Council: Software that manages our tips statewide and it shows all of the Ulster county locally sponsored federal aid projects that are scheduled with construction phases in I know that's a mouthful we have 12 projects, scheduled for construction in 2022.

0:56:14.920,0:56:26.800

Ulster County Transportation Council: A number of which roster counties but they're distributed throughout the variety of sponsors so Sandra with that introduction, do you have any words you'd like to say about to performance and tip management.

0:56:27.910,0:56:33.190

really important and region, why we were on a real role for.

0:56:38.320,0:56:39.700

Four years, but I do think.

0:56:42.880,0:56:43.380

I think.

0:56:44.530,0:56:45.550

A little bit, but I think.

0:56:47.230,0:57:00.190

You know there's a lot of financial uncertainty, but I think we really need to get back on track and this list that Brian's referring to anyone who has a project on this list needs to be.

0:57:01.450,0:57:02.050

Very.

0:57:03.340,0:57:14.560

Ulster County Transportation Council: Conservative not optimistic on delivery and you know that no you haven't even gotten through environmentally or you know that there's going to be property taking.

0:57:15.880,0:57:20.890

Ulster County Transportation Council: And you don't think you're going to be able to deliver it really should be pushing it into the next federal.

0:57:23.230,0:57:27.190

Ulster County Transportation Council: um I back in the office i'm planning on sending it this week.

0:57:28.570,0:57:34.480

Ulster County Transportation Council: We did an assessment, the local projects unit didn't assessment of this project listing of their opinion.

0:57:35.050,0:57:43.840

Ulster County Transportation Council: You know, based on exactly everything I just said, where the project is and the likelihood of it being delivered not and they've actually reached out to the sponsors.

0:57:44.710,0:57:54.310

Ulster County Transportation Council: So i'll share that information with you, but you know we really have the month of August to you know make those decisions of doing the.

0:57:54.940,0:58:04.150

Ulster County Transportation Council: tip action to push any projects that we think that aren't not going to make it now I think 22 is pretty heavy the projects that didn't make it this year.

0:58:04.570,0:58:13.870

Ulster County Transportation Council: So, you would think that they're probably ones to most likely be able to make it, hopefully, you know, unless they're really just not suppressing.



0:58:14.470,0:58:26.830

Ulster County Transportation Council: um so i'll i'll share that information with your office, this week, our thoughts, but I think in August that really needs to be like some good communication on okay.

0:58:28.390,0:58:35.200

Ulster County Transportation Council: yeah we keep that we're going to move it, and the same goes for I think Ulster county just as one project left.

0:58:36.250,0:58:50.050

Ulster County Transportation Council: In 2021 2020 right awesome is that the real real project know it's Chelsea Chelsea yeah so and we I think if elected to move that to 2022 oh yeah during.

0:58:50.470,0:59:05.380

Ulster County Transportation Council: Your included on those conversations or yeah it's, it is very close to making obligation but why risk I don't see the harm in pushing it off to 2022 when, especially when there are no point, though.

0:59:06.400,0:59:06.900

Is.

0:59:08.350,0:59:17.950

So obviously you have a snapshot for next year okay miss the project listing that just one of us, we have a snapshot is taken that we're working with right now.

0:59:19.720,0:59:26.770

Ulster County Transportation Council: That one project that left if it does make it it helps us because there's amended performance and amended.

0:59:27.970,0:59:41.800

Ulster County Transportation Council: They are really more interested in uninvented performance, they want to see you say you're going to do, and we end up doing this secondary performance measure of amended performance.

0:59:42.940,0:59:59.260

Ulster County Transportation Council: Is would be pushing Tilson out, I mean that's going to help you, with your attendance but it's not going to help you here, and I think the token avenue it's hold up is not it literally because they it right away right and recertification up recertification what.

1:00:02.080,1:00:05.920

To do and really I don't know I didn't think it was.

1:00:07.930,1:00:11.530

Ulster County Transportation Council: So that decision, I mean I defer to.

1:00:12.940,1:00:19.780

Ulster County Transportation Council: Local project, I see a little optimistic sure i'm just saying that the county I think he went into the.

1:00:21.310,1:00:26.530

Ulster County Transportation Council: project I think every one of them i'm just saying, nobody wants to zero yeah i'm not.

1:00:27.580,1:00:31.240

Ulster County Transportation Council: In my mind ended up in right away from an eminent domain proceeded with.

1:00:33.100,1:00:40.780

Ulster County Transportation Council: good reason, all of them, just think you know we may we may we have solved that right away, I can just a kickstarter after we've solved that right away.

1:00:42.490,1:00:42.990

Ulster County Transportation Council: I think.

1:00:44.110,1:00:55.810

Ulster County Transportation Council: Two weeks ago, three weeks ago, we have an agreement principal we're just filing maps now that's a really good project definitely keep on 22 right yeah absolutely well yeah we wouldn't just.

1:00:56.800,1:01:03.490

Ulster County Transportation Council: be honest with you, we would anticipate building most aladdin and we think we can let this and probably November.

1:01:05.800,1:01:14.260

Ulster County Transportation Council: we're also going to build it in phases that we're going to mainly because central Hudson falls, and they got they got held up on their poll relocation so next month.

1:01:14.620,1:01:30.430

Ulster County Transportation Council: August, the smaller mph you guys can move quicker on your trip actions, so I think really like no later than August 15 we should be like completely aligned on everything and 2122 and everything and 22 that needs to 20.

1:01:31.330,1:01:38.200

Ulster County Transportation Council: How does that you know what I mean did you guys can make changes quickly yeah it's our bigger me to wear.

1:01:40.210,1:01:50.020

Ulster County Transportation Council: yeah so what i'm going to ask you this question I don't know what the answer is, where are we with respect to the word street grid, which is a project that essentially was also.

1:01:53.230,1:01:53.730

Ulster County Transportation Council: That was.

1:01:57.220,1:02:01.270

Ulster County Transportation Council: We will you know definitely yeah yeah.

1:02:05.710,1:02:08.290

Ulster County Transportation Council: Anything else, I have one other item.

1:02:10.060,1:02:12.040

Ulster County Transportation Council: That has to do with safety.

1:02:13.300,1:02:17.680

Ulster County Transportation Council: We are getting some feedback from real people.

1:02:19.270,1:02:19.900

Ulster County Transportation Council: real bridge.

1:02:20.920,1:02:22.420

Ulster County Transportation Council: Just along the river.

1:02:24.580,1:02:30.340

Ulster County Transportation Council: Point its opposite the city of poughkeepsie it looks like I got some pictures on it looks like it's cobbled together.

1:02:31.870,1:02:44.230

Ulster County Transportation Council: Because Lincoln logs well it actually looks like this is the middle section of the bridge and five minutes disappeared, so it looks like what she did is they actually put concrete concrete.

1:02:46.090,1:02:52.150

Ulster County Transportation Council: Palace within the industry itself and then and then and then crept up to the bridge itself, the whole bridge.

1:02:54.280,1:02:54.880

Ulster County Transportation Council: So.

1:02:55.990,1:03:00.160

Ulster County Transportation Council: we've i've reached out to CSS nice dog and.

1:03:01.450,1:03:01.950

Ulster County Transportation Council: and

1:03:03.010,1:03:09.700

Ulster County Transportation Council: In FRA with regard with regard to that so in riverkeeper she seat everybody listen, I mean.

1:03:10.750,1:03:24.040

Ulster County Transportation Council: it's not a name it's it's I don't know three minutes it's just north of Thailand it's it's it's right on the Hudson river it's the maintenance on the West shore just called it's right right, but you want i'll send you the pictures yeah i'll send you the picture, so you have.

1:03:25.330,1:03:37.750

Ulster County Transportation Council: But yeah just be out there, I look we're gonna we're probably going to ask for some response from the room, with respect to this it it's a pretty to it, it looks it looks like.

1:03:39.130,1:03:43.240

Ulster County Transportation Council: looks like what we're going to look i'll send you the pictures, I take a look at.

1:03:44.530,1:03:49.540

Ulster County Transportation Council: Your Blackberry, no, no, no, no, I it's not black rhino is itself a BlackBerry I.

1:03:51.220,1:03:56.140

Ulster County Transportation Council: could be her I should have got that I should have got the stream name I didn't I apologize.

1:03:57.250,1:04:00.670

Ulster County Transportation Council: But just be aware out there that there's been some focus on this.

1:04:02.320,1:04:11.020

Ulster County Transportation Council: yeah I lost it yeah it's pretty interesting about guaranteed solution that the guys working in the field came up with to solve problems.

1:04:14.560,1:04:17.380

Ulster County Transportation Council: i'm just wondering whether you got a DC permit stuff.

1:04:20.140,1:04:20.640

I think.

1:04:22.330,1:04:22.830

Then any.

1:04:24.250,1:04:35.320

Ulster County Transportation Council: Any any other business from the Council, I have no other business just a reminder that the UCC Policy Committee is scheduled to meet on August 24 2021 we still.

1:04:35.890,1:04:43.510

Ulster County Transportation Council: are required to have an in person quorum So if you are able to attend in person, please do if you're a voting Member, I will be.

1:04:44.830,1:04:49.690

Ulster County Transportation Council: Okay, good to know it, let us, let us know as possible, because I don't want to call everybody here and now.

1:04:51.070,1:04:52.210

Ulster County Transportation Council: All right, it's more.

1:04:53.470,1:04:56.860

Ulster County Transportation Council: Just food for thought that my traffic safety.

1:04:58.030,1:05:15.370

Ulster County Transportation Council: The folks that and Ulster county in any county in the state who are most in touch with highway safety are the fears hommage apartment got in the police department, and I know, most of the police departments, including can bolster don't have a traffic safety division.

1:05:17.230,1:05:28.750

Ulster County Transportation Council: And i'd like to see, and I think it would be who safety in general, if we could encourage the county executive than this, this Council here to encourage.

1:05:29.200,1:05:36.730

Ulster County Transportation Council: All highway department to police departments to establish one where when a police officer, or I we department.

1:05:37.480,1:05:52.810

Ulster County Transportation Council: Employee notices and efficiency and traffic safety that they have a reporting venue where they can send it through it somebody who, with some expertise could look at it before the problem exacerbates in something bad happens that's.

1:05:54.070,1:05:54.640

Ulster County Transportation Council: Things.

1:05:56.020,1:06:07.780

Ulster County Transportation Council: You know case in point, we had talked about lex mills row of that at the railroad crossing their color off at nine w in no stop sign just to the.

1:06:08.320,1:06:17.560

Ulster County Transportation Council: West of that, and it was a lot of traffic problems they're important blowing every day and you'd have to drive that intersection every day that the notepad.

1:06:18.640,1:06:20.320

Ulster County Transportation Council: The people you know string of court.

1:06:21.490,1:06:27.010

Ulster County Transportation Council: Supreme Court said sorry but Korea were legs mills room yeah turns right.

1:06:28.030,1:06:36.580

Ulster County Transportation Council: breaks off put this off, so I have kind of good stuff no I did I know the and, quite frankly, it is saved a lot of problems that that intersection.

1:06:38.080,1:06:42.550

Ulster County Transportation Council: took a while for people to realize to just stop saying here, but now it's like really nice.

1:06:43.870,1:06:48.970

Ulster County Transportation Council: there's all kinds of traffic things happening that are very, very unsafe like at that same.

1:06:50.140,1:06:51.850

Ulster County Transportation Council: same spot at the real crossing.

1:06:53.500,1:06:55.120

Ulster County Transportation Council: The school buses stop.

1:06:56.200,1:07:02.320

Ulster County Transportation Council: Within 50 feet of the railroad crossing the discharge and pick up kids, the problem is that.

1:07:03.760,1:07:12.520

Ulster County Transportation Council: westbound school bus going across the railroad tracks will stop about 5100 feet past the railroad tracks, with the line and track behind it.

1:07:13.030,1:07:20.140

Ulster County Transportation Council: And cars are stopping on a railroad track for the school bus turns red lights on, nobody capacitor just stuck.

1:07:20.860,1:07:29.080

Ulster County Transportation Council: Because they instead of thinking about it i'm not going to stop on the tracks they're surprised by the school bus stop it there, because they don't realize it's going to happen.

1:07:29.560,1:07:38.200

Ulster County Transportation Council: And there shouldn't be a school but and even one school bus company, the other direction and stops in St george's we work both ways for school buses, you know.

1:07:38.680,1:07:49.960

Ulster County Transportation Council: Just a terrible place for school bus to pick up the discharge kids got it, but you know it's a police officers in highway department people who see this every day, had a recording venue.

1:07:51.160,1:08:02.740

Ulster County Transportation Council: All kinds of great things can happen so and I I take that suggested the heart and will certainly mentioned it one of the things that you should know is that we're having internal discussions about the traffic safety board.

1:08:04.030,1:08:13.090

Ulster County Transportation Council: Is a traffic safety board it that's some some of that function actually exist for us to have a used to have a traffic safety committee of the views, etc, but.

1:08:13.930,1:08:25.180

Ulster County Transportation Council: You sort of put it back put it back on the traffic safety board to do some of this work we're having internal discussions about the traffic safety Board and the idea, basically, the mpl.

1:08:25.720,1:08:33.790

Ulster County Transportation Council: Inserting yourself into we do go to the traffic safety for meetings but inserting itself as leadership for the for the traffic safety board that rest with.

1:08:34.690,1:08:45.940

Ulster County Transportation Council: Both the county executive from an appointment standpoint and from the county legislature, with respect to confirmation about that so that's an internal discussion we and we may head in that direction.

1:08:47.140,1:08:52.540

Ulster County Transportation Council: Brian needs more things to do i'm a licensed school bus driver little known fact, anything.

1:08:55.210,1:09:11.230

Ulster County Transportation Council: Thank you all for coming We appreciate you enjoy the rest of your car and stay healthy Thank you everyone Thank you baby Thank you to everyone who joined us online I apologize for any technical issues, who may have a workout for audio visual quality.

1:09:12.700,1:09:14.980

Shelly Johnston, Creighton Manning Eng: and work is fine thanks great.

1:09:15.070,1:09:15.640

Ulster County Transportation Council: Thank you.  
Various: Thank you.

**Meeting concluded at ~11:10 am**