

**NYSAMPO Safety Working Group
Teleconference
Thursday, August 25, 2011**

MINUTES

☒ **Participating**

A/GFTC - Kate Mance

~~BMTS~~

CDTC - Sandy Misiewicz

ECTC - Mike Perry

GBNRTC - Hector Boggio

GTC - Robert Torzynski

~~HOCTS~~

~~ITCTC~~

NYMTC - Chris Hardej, Larry McAuliffe

OCTC - Todd Cohen

PDCTC - Emily Dozier

SMTC - Mike Alexander

~~UCTC~~

NYSDOT - Jackie Berlant, Marty Neveu

~~NYSDMV~~

~~FHWA~~

Corning PD - Chief Trentanelli

☒ **Meeting Notes**

Emily - asked for explanation of reference in April minutes of BUSNET, CARCERT

Sandy - These are legacy databases: BUSNET - database of bus data (related to inspections),

CARCERT - database on certifications for intrastate motor carriers for hire

☒ **SWG Goal Area Updates**

○ **Human Behaviors Subcommittee**

(1) **Chief Trentanelli, City of Corning: Chemung/Steuben County Distracted Driver Campaign.** Jay Schissell has been the lead on the project. Chief Trentanelli is Chair of the Steuben County TSB and met with Chemung County Sheriff Moss, Chair of Chemung County TSB. A joint meeting for plan rollout was held and had good media coverage with most TSB members in attendance. ECTC is collecting data on pedestrian/vehicle crashes and bike/vehicle crashes and are coding them in GIS. They will then put out VMS (variable message) signs with distracted driving messages in appropriate locations. They are also considering Distracted Driving billboards if they can get private funding. Student involvement (via PSA or a YouTube contest) is also being pursued and they have reached out to the BOCES Superintendent, who is receptive; will follow up. BOCES students may design artwork, print materials and use law enforcement students to teach about distracted driving to peers in other schools.

Sandy: What jump started the campaign? Was there data to support distraction focus?

Chief: 5 ped or bike fatals in 12-16 month period in Elmira. No causes were the same, but distraction contributed. They realize the need to cover all modes, since in some cases it was the pedestrian or cyclist that was distracted. Need better crash data for non-fatal

personal injury crashes. The TSB's are trying to improve on the statewide canned distracted driving campaign by regionalizing it.

Mike Perry: VMS will be put up when school starts. ECTC is completing an inventory of pedestrian signals.

(2) **Larry McAuliffe: Pedestrian Signal Timing concerns.** NYMTC Sustainability workshops raised the issue of short term actions to improve pedestrian safety to make walking more attractive. Signal timing can be a key issue. Larry presented 3 cases of poor timing on multilane streets in suburban downtown and similar locations. These remain uncorrected even after the municipality has been notified.

The group proposes a NYSAMPO educational program for signal owners with follow up by each MPO on problem locations. There is potential for a statewide MPO program.

Sandy: Notes NYSDOT Capital Program update includes a focus on pedestrian safety, including installation of pedestrian countdown signals and proper timing and phasing.

Chris: NYMTC funded countdown timers, but need data for HSIP funding.

Emily: PDCTC has not seen this as an issue. However, the new MUTCD changes the guidance on walking speed from 4 ft/sec to 3.5 ft/sec and at high ped locations even 3.0 ft/sec. Comparisons could be made between the actual timing plans and the new MUTCD guideline. Can also look at conflicts and crash hot spots. Can use engineering judgment to increase pedestrian green time at locations with senior citizens, for example.

Sandy: SWG will work with NYSAMPO Bicycle Pedestrian Working Group on a possible brochure or informational literature.

Steve: Smaller municipalities may not have engineers to develop signal timing plan and may not be aware of current standards. They are coping with staff and budget issues which impacts their ability to maintain signals.

Marty: What was response of NYMTC Safety Advisory Working Group? Chris: this issue was presented but it is a local issue and signal owners are not part of the group.

Sandy: Will coordinate with Bicycle Pedestrian Working Group, meeting Sept 15.

- **Data/HSIP Subcommittee**

Sandy: Traffic Records Coordinating Council, subcommittee focusing on merger of various crash record systems (DMV, DOT). Major players have agreed to undertake a feasibility study. Given the potential scope and scale of the project, the first step is to develop a business case. DOT and DMV will establish a smaller group to work on a business case task. Progress will be slow.

NYS will be audited this winter as part of a traffic records assessment process. MPOs will be involved.

Crash report access - Contacted DOT regarding MPO access to scanned MV104. DOT and DMV are still sorting through legal issues. Sandy will continue to pursue this for the MPOs.

- **MPO Safety Planning Peer Exchange Subcommittee**

Kate Mance: Reviewed Safety scan, which she has just taken over, and it was distributed with the meeting materials. Kate wants to provide a wide variety of links and welcomes input from others in the working group.

- **Federal/State/Local Legislation Watch.**

Sandy: NYS Complete Streets legislation signed. MPOs are mentioned with respect to establishment of best practices, which NYSDOT is required to develop in consultation with various stakeholders.

Marty: NYSDOT has not put anything together yet and the subject crosses numerous program areas. DOT may coordinate it with Smart Growth Act implementation and believe they have mechanisms in place currently to address complete streets, including bicycle and pedestrian policy, Chapters 17 and 18 of the Highway Design Manual. This will require a team approach going forward, working with MPOs closely.

- **Training**

NYS Highway Safety Conference, October 16-18, Hauppauge, NY

MPO Session: Tuesday October 18th 10:30 -11:30 AM

☒ **Partner Agencies**

- **GTSC** - no report

- **NYSDOT** - Marty and Rob on safety capital program update review committee; coordinate with MPOs on Regional submissions on safety.

Sandy: MPOS should be aware of short term objectives, including addressing HALs, and reducing lane departure and pedestrian crashes. Be aware of performance measures.

Marty: RPPMs and MPO Directors had a short review period and did not receive any safety specific comments. Most of the response was from Regions.

Steve: This is not a TIP update cycle, which was deferred for a year. Regions will be doing a full program update, but MPOs will only be amending TIPs as necessary to respond to reduced funding targets.

Marty: Regional Traffic Engineers will have substantial input on developing the safety program. The MPOs should talk to them, not just RPPMs.

- **NYSP - No report.** Have not received TraCS report recently; Sandy will follow up.

- **NYSAMPO** - Effort underway to improve coordination among working groups through periodic conference calls among Chairs and better communication with Directors. SWG stands out by already having objectives and a work program.

Steve: RSG staff services contract can provide a higher level of technical assistance than in previous years, when there are tasks that may exceed ability of working group members to complete.

The Next SWG Teleconference: Thursday, September 22nd @ 1:30 PM