

**NYSMPO Safety Working Group
Teleconference - March 27, 2008
1:00PM**

Participants:

Chris Hardej, NYMTC
Jay Schissell, ECTC
Cyndi Paddick, BMTS
Sweta Basnet, UCTC
Barbara O'Rourke, NYSDOT
Marty Neveu, NYSDOT
Jackie Berlant, NYSDOT
Natalia Grigoryants, NYSDOT

Robert Torzynski, GTC
Harry Miller, HOCTS
Todd Cohen, OCTC
Mario Colone, SMTC
Matt Van Slyke, HOCTS
Hector Boggio, GBNRTC
Eoin Wrafter, PDCTC
James Levy, Wilbur Smith Associates

1. Introductions

2. Meeting Notes

December and February Meeting Notes – Accepted

3. Safety Assessment SCI Project Status

The scheduling for the 3 assessment locations are being developed.

- i. June 17 + 18 (16 + 17?)—NYMTC
- ii. May 5 + 6—ECTC
- iii. May 12 + 13 or 13+14—AGFTC

Anyone can attend the 1st session, but the SA itself is limited to 6 people. Jay will send out a document to everyone detailing the process and schedule.

MPO staff are reviewing the materials. Is there a need for both a preface and an introduction? TOR—Terms of Reference – this needs to be explained further. There should also be more of an emphasis on TSBs and the local role. In Section 5 – the TSBs are a driving force in this process and this should be emphasized more in the document. The process is dependent on them being fully engaged for these to work.

If there are any comments on the document, please get them to Jay by April 11 if possible. The final document will likely not be completed by the June NYSMPO Conference, but most of the work will have been done so it will be discussed.

Jay has discussed this project with his Traffic Safety Board and some individuals. Chris has shared the draft document with member agencies - this is where many of the comments from NYMTC originated.

Timeline – Jay will compile comments from MPO staff and get them forwarded to the consultants. Next possible meeting could be in April, but it depends on the comments received. For the April SWG teleconference call, just include the SWG to discuss draft report. Once comments have been submitted and discussed, a decision on scheduling the next meeting, as a teleconference or in-person, will be made.

4. TraCS

Last month the SWG had a good conversation with Sgt. Daily from the NYS Police. The SWG needs to figure out the next steps. Sgt. Daily should be the conduit for TraCS, as Lenny had previously been, for dealing with statewide issues.

Jay is finding that there are issues when trying to extract data from TraCS. PDCTC - Most agencies are not doing accident reporting. One agency is using software mapping instead of GPS. Finding conflicting responses on the software/hardware needs/issues and what is most useful. HOCTS - Met with NYS Police Troop D. Matt has a list of local agencies currently using TraCS. Troop D is comfortable using the system and is using it effectively. The biggest gap currently is getting county police buy-in. There is a need to create a TraCS subcommittee to discuss specific issues to direct activities in the future.

NYSDOT – At the beginning of the program, GTSC grants were provided to agencies to buy equipment. Each agency bought their own and it was not always installed/used properly, and not used all the time. For the last 2 years, the NYS Police have been buying, installing, and training agencies on the equipment. If an agency accepts the equipment and training, they must provide data through TraCS and take the whole package, including installation, equipment, training, and the MOU. Locals can still buy the equipment on their own, but they are not likely to do so because of the cost.

There is a specifications sheet available now for equipment installation. Initially there were serious compatibility issues between hardware/software. From the State & DMV perspective, the data just has to be compatible with their system, not any particular system, i.e. TraCS. Jay asked what can be done to require TraCS use? NYSDOT – The first issue is that DMV only has a 2 week backlog, but enforcement groups batch data and don't send it in regularly. This is an issue. DMV is not the issue, the data is correct, the problem is the locals hold on to the data. The second issue is accuracy of the data. It isn't useful if the data is coded geographically at a police station – it needs to be at the crash location. The GPS coordinates used for crash data is a significant QA/QC issue.

Jay needs copy of the MOU. Jim will develop a 1 page document summarizing what has happened in the past and what is going on now. Send to Jay, Barbara, Eoin for initial review.

5. GTSC

Sandy sent a letter to Chuck DeWeese. The next step is for Sandy to set up a meeting with Chuck – Eoin should be involved in this meeting.

Some MPOs have received GTSC grant outreach, some haven't. This communication issue should be brought to the attention of the new director. Motorcycle safety and driver distractions are 2 emphasis areas for grant programs.

The GTSC Commissioners met for the first time in many years. There is an issue with awarding grants in a timely manner. This was discussed at the meeting. GTC received the grant notification earlier this year than last. A major issue is the formula for distributing the money. The SWG would like to know how money is distributed, why some TSBs have staff and others don't. The GTC sends out a "Notice of Funding Availability" to local agencies and essentially has no other involvement in the grant program.

The SWG should have a minimal level of consistent interaction with the TSBs, but because TSBs don't exist in every region (in Rochester the County is acting as the TSB), this can't happen uniformly. How many counties have TSBs? Active? In-active?

The SWG should develop goals for SWG outreach to GTSC (and for involvement in TraCS). What are the goals for involvement? What are the emphasis areas and what should the process be to further involve MPOs?

The TSB is a partner for reviewing the SRTS applications with HOCTS.

6. ALIS

MPOs have been able to access system, but are wondering with data will be available? NYSDOT is still doing production testing, but data should be online soon.

7. Human Behaviors Subcommittee

Matt emailed a questionnaire for distribution to the MPOs. Matt will forward the information to SWG. Jay stated that the local TSB has developed a PSA. Based on the comments from NHTSA at the meeting in Syracuse last year about the lack of effectiveness of PSBs, he is not sure this is a useful project. NHTSA should be invited to the roundtable discussion at the NYSMPO conference. Matt will reach out to Richard Simon.

8. NYSDOT Update

No additional issues.

9. Other Discussion Items

- Training: Designing Pedestrian Safe Streets. Email from Chris dated 2.27.08 provides more information.
- Road Safety Audit (Federal) Training Session: This is a good complement to the SCI project. It is 2 full days of training. Email from Chris dated 3.27.08 provides more information.
- NYC has a law that the city must analyze the top 20 pedestrian incident locations each year. Also, the city maps locations with 5 or more incidents per year (~400 locations last year). NYMTC is trying to incorporate the SA into this process.
- High Risk Rural Roads - Not much activity at MPOs so far. ~\$14M for the whole program during SAFETEA-LU. GBNRTC has determined which segments qualify. NYSDOT is interested in looking into developing a corrective measures program for high crash rate locations that involve animals. Jay to follow up with Barbara – would like to get NYSDOT corrective measures so that he can identify a location to implement them within the ECTC area..
- Next SWG Meeting – Will be moved to 10:00AM, but still held on the last Friday of the month.