



NEW YORK STATE ASSOCIATION OF MPOs SAFETY WORKING GROUP

August 19, 2020

Webinar

1:00 PM – 2:00 PM

MEETING NOTES

Participating

- AGFTC - Jack Mance
- BMTS - Cyndi Paddick
- CDTC - Sandy Misiewicz
- DCTC - Emily Dozier
- ECTC - Mike Perry
- GBNRTC - Hector Boggio
- GTC - Alex Kone
- HOCTS – Alexander Turner
- NYMTC – Sherry Southe
- OCTC – Lauren Burns
- SMTC - Mike Alexander
- UCTC - David Staas
- NYSDOT – Harriet Lewis
- NYSDOT – Geoffrey Wood
- NYSDOT - Robert Zitowsky
- NYSDOT - Christina Graveling
- NYSDMV – Chuck DeWeese
- FHWA – Emmett McDevitt
- Cambridge Systematics – Danena Gaines
- Planning4Places – Kathy Ember

1. Introductions

Sandy Misiewicz opened the meeting and participants introduced themselves.

2. Meeting Notes and Recap of Collaboration Meeting with other Chairs/Co-Chairs

The July 15, 2020 meeting notes were accepted. Also, Sandy Misiewicz provided an overview of potential brown bag lunches or one hour webinar topics under discussion by some of the Chair/Co-Chairs including: Safe Routes to Transit, a CLEAR demonstration, TSMO incident management discussion, resiliency related to security planning and infrastructure, and a presentation on the Roadway Safety Departure Plan. Sandy asked for input on the length and timing this fall as there will be a lot of other webinars. Mike Perry suggested no more than once a month for no more than 1.5 hours. Emily Dozier agrees. Lauren Burns noted she is interested in GIS and mapping of safety as a topic. Sandy Misiewicz noted that the CLEAR system will be a web-based crash data tool that would be of interest. We could also consider something with the GIS group related to best practices for crash mapping. Emmett McDevitt noted that innovative traffic safety measures might of interest and intersection control evaluations as topics. Emily Dozier noted that the UCTC Safety Plan could be followed up with when it is complete. David Staas reported that they are currently meeting with stakeholders and reviewing the top locations and type of

treatments they would like to see. They followed the PIL methodology and are using the sliding window and threshold values. Please let Sandy know about possible other topics.

3. Outdoor Dining in Roadways

Sandy Misiewicz presented on examples of Open Streets and Outdoor Dining in Roadways. In the City of Troy, they have closed streets with crowd control barriers, painted circles to indicate social distances, and added signage on the metal barriers, concrete barriers, and public art. They are also taking parking away for outdoor dining using barrels to tie off the seating area from drivers on less busy roads and other uses including an ice cream shop with an outdoor play area. They have probably closed a mile worth of roadway.

The City of Albany created a slow street on Lark Street with a Black Lives Matter mural in the roadway and outdoor dining. There are temporary ramps bounded by barriers for ADA access and to protect the closed sidewalk and outdoor dining area. On Friday and Saturday nights, block parties are held on some streets closed to traffic for outdoor dining such as Sheridan Avenue. Albany has also implemented a Play Streets program, closing different streets throughout the summer for play and organized socially distanced activities.

The Village of Ballston Spa closed a street as well (there is one way signage, so drivers know that the road is closed), while the Town of Clifton Park is using parking areas for outdoor dining. All the communities have a permitting process in place. Alex Kone passed along about the City of Rochester Flower City Sidewalks program with the levels of permits – for sidewalk cafes, private property expanding into on-street, etc. More information can be found at: <https://www.jumpstartingroc.com/flower-city-sidewalks>.

In New York City, there is a robust Open Streets Program which is planning on 100 miles of open streets including Cool Streets (cooling station areas), Open Streets for Play, for restaurants, and for social distancing. They also have a location map. At the moment there is more of an emphasis in Manhattan but there has been a critique to expand the program to other boroughs. NYSDOT does have a special use permit, PERM 33-g which allows a local government to allow street closures for 120 days. Information on this permit can be found here: <https://www.dot.ny.gov/divisions/operating/oom/transportation-systems/traffic-operations-section/special-permit>

Please send notes about other communities to Sandy Misiewicz as she is cataloguing them. These temporary installations show the opportunity to do this going forward. Emily Dozier noted that the City of Poughkeepsie has installed temporary sites as well. Emmett McDevitt noted that in the presentation there were varying types of safety control devices. Emmett noted that the City of Ithaca has installed MASH crash tested devices. He noted that it is really important to make sure that standard safety control devices should be used to ensure the safety of the public. Kathy Ember asked if the NACTO guidance is relevant and Sandy said it is, but looking at the fine details at local sites require more local knowledge to learn what local governments are doing. Alex Kone asked if this is a compilation of existing practices versus engineering. Sandy Misiewicz suggested that these installations have been driven more from the economic development sector. Interestingly there have not been notable complaints about the loss of parking. Emily Dozier noted there was a presentation at the Bike-Ped Working Group on this topic. Mike Perry noted that the City of Ithaca, on a street adjacent to the Commons, have built ADA ramps as part of the design of the space. Sandy Misiewicz concluded that there is the potential for these installations to become

permanent with a greater transportation purpose rather than just as a response to COVID-19.

4. Safety Performance Targets

Robert Zitowsky noted that the method to calculate the performance targets is the same as previous years. Sandy Misiewicz noted there is a reduction of 2% in each category. Rates are forecasted to continue declining across the state based on the 5-year rolling average. It will be interesting to see with COVID-19 what changes there are to traffic safety data in 2020. These Safety Performance Targets need to be adopted by the MPOs within the 180 day period.

5. Roadway Departure Action Plan

Robert Zitowsky reported that NYSDOT is working on final data analysis document which will be distributed to the stakeholders next week. There will be stakeholder meetings on September 21-22, 2020 to discuss countermeasures.

6. October Pedestrian Safety Month

Sandy Misiewicz reported that NHTSA has designated October as Pedestrian Safety Month so the state will be doing their pedestrian safety campaign then (which had been previously scheduled for June). The campaign will include educational materials, the Visibility PSA will be broadcast, and there will be a 2 week enforcement period as well. The effort will relate to daylight savings time and Halloween. Sandy reviewed the draft safety posts which were distributed including: Tips for Ped Safety, Intersection Perfection, Distractions and Pedestrian Safety, etc. Please send Sandy any edits and she will redistribute it in September. Emily Dozier suggested coordinating with the state materials. Sandy Misiewicz agreed that they can retweet GTSC's posts. Emily Dozier suggest linking to their social media feeds. Sandy will add GTSC, NYSDOT, and DOH links to the list.

7. CLEAR Update

Robert Zitowsky stated that the project is progressing well, and once CLEAR safety module is delivered, we will look to schedule a 1.5 hour webinar in the future to demo the application.

8. Partner Updates

- a. NYSDOT: No report.
- b. ITSMR: Sandy Misiewicz reported on behalf of Renee Varone that the final 2019 crash and ticket data should be available very soon. There are new additions being made to the TSSR reports and Renee will provide more detail about them next month.
- c. GTSC: Chuck DeWeese reported that "the Drive Sober or Get Pulled Over" two week enforcement begins today. We are struggling with getting law enforcement back on roads. The "Click It or Ticket" campaign will be in November. The Highway Safety Plan was completed on time on July 1st. NHTSA approved and will be posted soon. Regarding racial justice – what do we need to engage more in related to highway safety planning? Is that something MPOs are doing? Sandy Misiewicz noted that the MPOs do have environmental justice requirements to look at demographics – if populations are underrepresented. We do try to engage with them. The issue now is the lack of in person contact at the moment. CDTC is trying a demonstration project in an underserved neighborhood to engage the neighborhood in developing a bike master plan. Emmett McDevitt noted that FHWA is speaking with two tribes in developing their

own safety plans in Long Island and will be collecting data. It is a good start. Emmett recommended outreach to tribes should be included in your area. Sherry Southe noted that one person is assigned to coordinate as a part of NYMTC's RTP. Mike Perry reported that at ECTC, they attend our local Juneteenth event and a summer farmers market to get public outreach in that regard. Sherry Southe stated that we need to make sure we do a lot more so that everyone feels included. Sandy Misiewicz agreed that in terms of COVID impacts and racial equity we need to find new approaches to be as inclusive as we can be on all of this work. Sandy Misiewicz noted that there could be training be done on this topic and that virtual outreach is not working as much as in person in terms of racial equity.

- d. Cornell Local Roads Program: Sandy Misiewicz reported on behalf of David Orr that the CLRP schedule is available on their website.
- e. NHSTA: No report.
- f. FHWA: No report.
- g. NYSATSB: No report.

9. Training/Conferences

Sandy Misiewicz noted that there are some training options on the agenda.

10. Meeting Schedule/Other Topics

The meeting schedule is posted on the agenda. We will work with other working groups on dates for upcoming webinars. Sherry Southe noted that NYMTC would like a virtual pedestrian safety training if that is a possibility from FHWA asked of Emmett. Lauren Burns noted that FHWA had a peer exchange on engaging underserved communities. Lauren will pass that along. Emily Dozier noted that enforcement but not targeting is really important regarding racial equity. Sandy Misiewicz noted that crime data and crash data are overlaid in DDACTS programs for policing certain areas of communities which often correlate with minority and low income populations. Chuck DeWeese noted that there has been a discussion about this and that law enforcement is going to have to look at the DDACTS (data-driven approaches to crime and traffic safety) model. GTSC is coming up with a statement and what role they can play. It is a good opportunity to revisit. Sandy Misiewicz noted that this topic could this be a webinar for us or a future Highway Safety meeting.

Action Items

The following items were noted for follow-up:

- Please let Sandy Misiewicz know about possible other webinar topics.
- Please send notes about municipal Open Streets/Outdoor Dining installations to Sandy.